"All the News That's Fit to Print."

# The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT
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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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THE WEATHER.

Partly cloudy; light southerly winds.

## THE NEWS CONDENSED.

Cash wheat, No. 2 red, 85c.; cash corn, No. 2 mixed, 39¼c.; cash cotton, 6 1-16c.

### Page 3.

Lieut. Col. Henry C. Egbert, who came here on the Seneca, was allowed to leave Bellevue Hospital, and go to his home at Fort Thomas, Ky.

Miss Janet Jennings made a further statement regarding the conditions on the Seneca during its trip north, and declared that the responsibility was at Siboney.

The hospital ship Relief was released from quarantine, but did not come up to the city. One man died, and three other cases are considered very serious. The others are doing well.

### Page 10.

The Chicago Commercial Association is planning a trade festival to be held in October and to include a pageant, ball, water carnival, and elaborate electric illuminations.

Jacob Kleinberg was arrested for the murder of his brother-in-law, Henry Stern. The death is thought to have been caused by a fatal blow of the foot or fist in the abdomen. Stern had taken his sister's part in a serious quarrel between Kleinberg and his wife.

Father Buonaventura Piscopo, a priest of the Roman Catholic Church of the Most Precious Blood, in Baxter Street, declared in a sermon to his Italian parishioners that vice was flaunting itself openly among them, and promised a crusade against the evil, in which he would, if necessary, call in the aid of Dr. Parkhurst.

Marine Intelligence and Foreign Mails.—Page 3.
Arrivals at Hotels and Out-of-Town Buyers.—Page 2.
Yesterday's Fires.—Page 2.
Court Calendars.—Page 9.
Losses by Fire.—Page 2.
Real Estate.—Page 9.
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## ABOUT TO ATTACK MANILA.

### Augustin Reported as Wiring Madrid that the Americans Are Preparing to Begin Bombarding.

LONDON, July 25.—A special dispatch from Madrid says that Gen. Augustin, Captain General of the Philippines, has telegraphed to the Government as follows:

"The Americans are about to attack Manila. Grave events are impending."

## BERLIN TALK ABOUT MANILA.

LONDON, July 25.—The Berlin correspondent of The Daily News says:

"According to a dispatch from Washington the interview between President McKinley and the German Ambassador, Dr. von Holleben, was very cordial, the latter assuring the President of the friendly feeling of Emperor William and Germany toward the United States.

"It is said that Dr. von Holleben conveyed Emperor William's desire for an amicable statement of America's intentions regarding the Philippines. It is not known here whether Mr. McKinley responded.

"The German firms at Manila have decided to petition the Government again to obtain from the United States indemnity for their losses. They wanted the British traders to join in the appeal, but the latter received a hint from London not to join, as Lord Salisbury had already received favorable assurances from Washington."

### Coal and a Nurse for Manila.

PLAINFIELD, July 24.—Capt. George D. Morrison of Plainfield, who has spent most of his life on the sea, left yesterday for Philadelphia to take charge of a sailing vessel loaded with coal, which will be sent to Manila for the use of Admiral Dewey's fleet. Capt. Morrison has made the trip around the Horn a number of times. He is accompanied by his eldest daughter, Miss Agnes Morrison. After the ship's arrival at Manila it is the intention of Miss Morrison to volunteer her services as a nurse among the soldiers, and remain as long as there is work for her.

## MR. ROCKEFELLER'S GIFT.

### To Donate $10,000 to Barnard College if a Larger Sum Be Raised.

It was reported yesterday that John D. Rockefeller would give $10,000 toward the sum of $100,000 needed by Barnard College on condition that the remainder of the amount will be raised by Oct. 3 next.

Mr. Rockefeller has assisted Barnard College once before. The college needed $100,000 for some real estate several years ago, and $35,000 was raised. When Mr. Rockefeller was appealed to he said he would give $25,000 if the Trustees would raise the remainder of the amount needed within thirty-six hours. The Trustees, headed by George A. Plimpton, went to work and succeeded in raising the required $40,000 before the expiration of the time, and Mr. Rockefeller gave them his check for $25,000.

It was also reported that a woman had offered to give $25,000 if the remainder of the present amount due can be raised. The money is needed to get the new buildings, at One Hundred and Nineteenth Street and the Boulevard, in complete working order. These buildings are worth $450,000, and the land is valued at $150,00.

## THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The pressure continues high in the Atlantic and East Gulf States. The pressure is high on the Northern Rocky Mountain slope; it is low in the lake regions, the Mississippi Valley, and the West Gulf States. The barometer has fallen in the lake region and on the Rocky Mountain plateau. It has risen on the Rocky Mountain slope.

The temperature is higher in the lake regions and on the Northern Rocky Mountain plateau. The temperatures have continued high in the Southwestern districts, the Mississippi and the Ohio Valleys, with a maximum temperature of 110 degrees at Phoenix, and 102 at Abilene, 96 at Palestine, St. Louis, Springfield, Ill., and Davenport. Showers and thunderstorms have occurred in New England, the South Atlantic and Gulf States, and the Ohio Valley.

Showers and thunderstorms are indicated for to-day in the East Gulf States, the Ohio Valley, and occasionally in the lake regions. The temperature will continue high in the West Gulf States and the Ohio Valley, and the weather will be somewhat warmer in the Atlantic States.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

| | —Weather Bureau.— | | Times. |
|---|---|---|---|
| | 1897. | 1898. | 1898. |
| 3 A. M. | 68 | 68 | 72 |
| 6 A. M. | 66 | 68 | 70 |
| 9 A. M. | 69 | 68 | 75 |
| 12 M. | 74 | 69 | 81 |
| 3 P. M. | 78 | 71 | 81 |
| 6 P. M. | 77 | 73 | 78 |
| 9 P. M. | 73 | 68 | 74 |
| 12 P. M. | 72 | 68 | 74 |

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

| | |
|---|---|
| Printing House Square | 75¾ |
| Weather Bureau | 72 |
| Corresponding date 1897 | 71 |
| Corresponding date for last twenty years | 74 |

The maximum temperature yesterday was [illegible]

## MILES PROBABLY OFF PUERTO RICO

### It Is Supposed that He Reached the Rendezvous Last Night.

### TROOPS BEING HURRIED TO HIM

### Reinforcements En Route Expected to Arrive by Middle of the Week.

### Every Effort Being Made to Get the Remainder of the Expedition Off Without Delay.

WASHINGTON, July 24.—It was said at the War Department late to-day that no news can be expected from any official source as to Gen. Miles's movements until to-morrow at the earliest.

It is calculated that he arrived this evening or to-night at the point on the coast of Puerto Rico selected as the rendezvous for all the vessels of the expedition.

Whether or not he will undertake to make a landing in advance of the arrival of the whole expedition will probably depend entirely upon conditions as he finds them. Should there be no Spanish force, or at least an inconsiderable one, on the coast, the troops will be landed to relieve them from the disastrous effects of being confined closely on shipboard under a tropical sun.

The General has with him sufficient artillery to hold any position he may occupy, supplemented as this artillery will be by the guns of his naval convoy.

Meanwhile the department is making every effort to hurry along the remainder of the expedition. Some troops are now on their way from Tampa and Charleston, and should reach Puerto Rico by the middle of the week.

Naval officials are assisting actively in getting the troops off, and were engaged to-day in sending the necessary orders to that end to the commanders of the naval auxiliary vessels which have been placed at the service of the War Department.

In the course of a day or two the troops brought from Chickamauga by Gen. Brooke will sail from Hampton Roads, where they have been arriving all day, and are ready for the transports.

There is a probability that Gen. Miles may be delayed for several days in his landing operations for lack of lighters, but several of these are now on their way, and others will be hurried forward as rapidly as possible.

However it may be as to his speedy landing on Puerto Rican soil, it will be well along toward the end of this week before the active land campaign can be begun.

## TROOPS AT NEWPORT NEWS.

### Troops A and C, New York Cavalry, and the Third Illinois Regiment to Embark To-day.

NEWPORT NEWS, Va., July 24.—The Third Illinois Regiment arrived here this afternoon in three special trains from Camp Thomas. The first train, bringing Gen. Haines and the Second Battalion in command of Major Shand, came in at 12:55, and was followed at 1:10 by the First Battalion in command of Major Jackson, and at 2:55 by the Third Battalion, in command of Major Cough. There were 1,294 men in all.

At 3:50 this afternoon Troops A and C, New York Volunteer Cavalry, arrived and joined the Illinois troops in camp. They brought 166 men. Capt. Clayton is in command of Troop A, and Lieut. Condelt of Troop C.

The men are camped north of the city on the banks of the James River. They will embark to-morrow on one of the transports for Puerto Rico.

Three troops of the Pennsylvania Volunteer Cavalry—City Troop of Philadelphia, Governor's Troop of Harrisburg, and Sheridan's Troop of Tyrone—arrived here about 9 P. M. The Fourth Ohio will come in after midnight and the Fourth Pennsylvania to-morrow morning.

The work of loading supplies on the Massachusetts and Roumania was in progress all last night and to-day, but an enormous quantity is still in the cars and on the piers.

## ARTILLERY FROM CAMP THOMAS.

### Four Light Batteries on Their Way to Embark at Newport News.

CHICKAMAUGA PARK, July 24.—The only movement to-day in connection with the Puerto Rican expedition was the departure for Newport News of four batteries of light artillery, as follows: Battery A of Missouri, Battery A of Illinois, Battery B of Pennsylvania, and the Twenty-seventh Indiana Battery. These batteries broke camp at 6 o'clock this morning, marching to Rossville, a distance of six miles, where they took trains for Newport News via the Cincinnati Southern and Chesapeake and Ohio. Each of the four batteries has six guns, 100 horses and mules, and from 140 to 175 officers and men.

The first one to leave was Battery A of Illinois, commanded by Capt. Phil Yeager. They were loaded on twenty cars, and left Chattanooga at 10:30 A. M.

The next to leave was the Twenty-seventh Indiana Battery, commanded by Capt. J. B. Curtis. They required eighteen cars, and left the city at noon.

The next was Battery B of Pennsylvania, under command of Capt. A. E. Hunt, which left the city at 2:20.

Battery A of Missouri, commanded by Capt. F. M. Rumboldt, took cars at Rossville at 3 o'clock and left the city an hour later. This train was composed of twenty cars, and carried in addition to the battery a battalion ambulance corps and Major B. Rodney in command of this detachment.

The Third Brigade of the First Division First Corps will be the next to leave Camp Thomas, and will probably go to-morrow or Tuesday. Gen. Wade, it was authoritatively stated to-night, received orders at a late hour this evening to rush this brigade to Newport News as promptly as he could get the necessary cars in position. The brigade consists of the First and Third Kentucky and the Fifth Illinois.

It is the understanding that the turn of the First Brigade of the Second Division will come next.

[illegible] will continue to go out as fast as practical until the First Corps is exhausted.

## TRANSPORTS LOADING AT TAMPA.

### The Mohawk and Morgan May Leave for Puerto Rico To-day.

TAMPA, July 24.—The Mohawk lay at her dock all of to-day. At the last moment orders came making great changes in what was to be carried by her to Puerto Rico. The transport Morgan was loading to-day, and the men in charge hope to get her out some time to-morrow. The work of loading will not stop during the night. She is taking largely mule pack trains and commissary supplies.

To-night thirty Red Cross physicians and nurses were started from here to Chickamauga. They have been waiting to go to Puerto Rico or Santiago, but to-day orders were received calling them to Chickamauga, where, it is said, there is immediate need for their services in nursing the sick.

The Sixty-ninth New York left to-night for Fernandina.

## GERMAN STEAMER FIRED AT.

### The Croatia Reports She Was Stopped by the New York on Saturday Night Near San Juan.

ST. THOMAS, Danish West Indies, July 24.—The German steamer Croatia, which arrived here to-day, reports that she was fired upon thrice last night about eight miles from San Juan de Puerto Rico, by a ship said to form part of the American invading squadron.

The Croatia was boarded by an officer understood to be from the United States cruiser New York. She was allowed to proceed to St. Thomas.

The Croatia had no intentions of entering San Juan.

### The Panama Arrives at Santiago.

WASHINGTON, July 24.—The Quartermaster General to-day received a telegram announcing the safe arrival at Santiago of the construction boat Panama. She will proceed at once to Puerto Rico to join the fleet there.

### The Uto Arrives at Charleston.

CHARLESTON, S. C., July 24.—The transport steamer Uto arrived in Charleston at 6 o'clock this afternoon from New York, and having been in Mexican waters within a prescribed time, was stopped at quarantine. The Uto comes to carry away the 500 negro laborers who were engaged for wharf and road building in Cuba, but who, it is understood, are going to Puerto Rico instead. The Uto will also take on board the supplies, wagons, and stores left by transport No. 21, and probably the soldiers who were left here as guards for the stores.

## HOBSON'S PLAN TO BE TRIED.

### The Lieutenant to Take Charge of the Work of Saving the Spanish Cruisers.

WASHINGTON, July 24.—Lieut. Hobson came over from New York last night and had a long conference to-day with Assistant Secretary Allen, Capt. Bradford, and several other officers of the Navy Department regarding the raising of the Spanish cruisers. The Lieutenant succeeded while in New York in arranging with the Merritt & Chapman Wrecking Company for the execution of the plans he had prepared for saving the vessels.

The wreckers have promised to get together the pontoons, air bags, and compressed-air apparatus which will be required to lift and right the vessels, and expect to start this material for Santiago from New York on a fast vessel within three days. Lieut. Hobson is confident that if the work can be undertaken before a cyclone sets in it will result successfully.

Secretary Long said to-day that the Lieutenant's plan for raising the Cristobal Colon seemed entirely feasible. The plan involves methods and appliances outside of those usually employed in wrecking. It necessitates the use of air appliances of various kinds that rarely, if ever, before have been used on vessels of the size and weight of the Colon. Although there is some doubt of the success of the plan, the Navy Department officials think the prize well worth the effort that is to be made to obtain it.

Lieut. Hobson started for New York this afternoon, when he will go to Santiago to supervise the wrecking work.

## CUBANS CAPTURE GIBARA.

### Spanish Advices Also Say that Galamalacoa (?) Has Been Shelled and Tunas Invested by Americans.

MADRID, July 24.—A telegram from Havana reports that the insurgents attacked Gibara, on the north coast of the Province of Santiago de Cuba, and that the garrison after a severe fight evacuated the place. Many of the insurgents were killed.

The dispatch also reports that a force of Americans landed at Galamalacoa (Tayabacoa?) and invested Tunas de Zaza, and the warships shelled "Galamalacoa."

Gibara is a port with a good harbor eighty miles north by west of Santiago de Cuba. Tunas de Zaza is a port in Santa Clara Province, 218 miles southeast by east of Havana. Tayabacoa is about eight miles west of Tunas, at the mouth of the Tayabacoa River.

## FOURTH BATTERY RECRUITS.

The officers who are recruiting the Fourth Battery at the armory of the Second Battery, Fourth Avenue and Thirty-third Street, said last night that they expected to make out the muster rolls some time today. They have ninety men enlisted, but still want a blacksmith, wagoner, harness maker, and veterinary surgeon.

The men were lodged and fed in the armory Saturday and Saturday night as well as last night. Only those having permission were allowed out of the building Saturday night, a strict guard being established. Yesterday, however, all who desired were excused from 9 A. M. to 9 P. M. Most of the boys took advantage of this order to get a little fresh air and stretch their legs. The officers say they expect orders to go to camp as soon as their muster rolls are made out.

## TRANSPORTS IN THE HARBOR.

The auxiliary cruiser Harvard and her crew were yesterday disinfected by the health authorities. The men aboard of her were sent to Swinburne Island for this purpose. The Harvard, herself, was fumigated by the steam tug James W. Wadsworth, at her anchorage.

The cruiser is to be used as a transport within a few days, and for that reason it was thought necessary to clean her, because some of the Spaniards she brought to Portsmouth have developed suspicious cases of fever. The work of disinfection was completed at 7:30 P. M.

The Atlantic Transport steamer Minnewaska arrived last night, and as soon as she discharges her cargo she will be turned over to the Government, which has purchased her.

## CUBANS UPHOLD GARCIA.

### The Natives of Santiago Resent Shafter's Alleged Attitude Toward Him —Petition to the President.

SANTIAGO DE CUBA, July 23.—The Cubans here resent Gen. Shafter's attitude in ignoring Gen. Garcia and in refusing to consult him on the terms of the surrender of the city, or to allow the Cuban troops to enter it.

Gen. Garcia's action in withdrawing his troops into the interior, his letter to Gen. Shafter, and his resignation of his command, forwarded to Gen. Gomez, are approved and applauded by all classes of natives.

Gen. Garcia refused to accept a subordinate place, insisting that he was an ally. Gen. Shafter's answer, saying that this was a war between the United States and the Kingdom of Spain, irrespective of Cuba's individual interests, and President McKinley's instructions with reference to the administration of the surrendered district, published here yesterday, are interpreted as a tacit avowal of American intentions to annex the island and not to grant independence.

This is opposed by the Cubans. Señor Joaquin Castillo, President of the San Carlos Cuban Club, and a brother of Gen. Castillo, urged an official protest to President McKinley without delay, saying:

"Silence now would indicate our consent to the American attitude, which is a plain breach of faith that the Cubans cannot possibly tolerate."

A meeting was held this afternoon at the San Carlos Club to discuss the matter, and it is probable that a protest was drawn up, which will be submitted.

It is understood that many who were present at the meeting favored the scheme of a protectorate by the United States, with eventual annexation after five or six years; but the protest is on a matter of principle, the main objection being the continuation in office of Spanish officials appointed by Madrid, on the ground that Spaniards, as conquered, should not be vested with authority over Cubans, the allies and coadjutors of the United States, and the representatives of a free and independent people. Such is understood to have been the tenor of the meeting.

WASHINGTON, July 24.—In his dispatches to the War Department to-day Gen. Shafter makes no mention of the alleged letter from Garcia to himself, nor does he speak of any friction between them, whence the department has come to doubt the authenticity of published stories on these subjects.

## THE PETITION TO MR. McKINLEY

SANTIAGO DE CUBA, July 23—11 P. M.—A document is being circulated for signature among the Cuban residents in Santiago, addressed to the President of the United States, thanking him for the co-operation of the army of the United States and expressing the hope that the American Government will recognize Cuban sovereignty in the surrendered portion of the province of Santiago de Cuba. It was drafted by Arms, the newspaper correspondent on the staff of the Cuban Gen. Castillo, who, it is said, also drafted the alleged letter of protest from Gen. Garcia to Gen. Shafter.

The following is the text of the document:

"To President McKinley:

"The undersigned, Cubans by birth, landowners, and residents of Santiago de Cuba, representing, with their families, the noncombatant population that suffered for many years Spanish rule in this section of the island, wish to express their warmest thanks to the people of the United States for delivering them from the insufferable yoke of Spanish rule.

"They wish also to express their absolute confidence in the good faith and humanitarian purposes of the United States, and in the pledge that the territory of Cuba is not to be conquered by the American troops for purposes of annexation.

"We believe, and would urge, that our own people are capable of fulfilling the international obligation to establish a government for the island.

"Cuba in the future may possibly become in the course of a few years part of the territory of the United States, thus increasing the comfort and happiness of this people; but now all desire a government of our own, as compensation for the sufferings and heroism of our army and the definite establishment of the Cuban Republic, with Cuban authorities, in accordance with the resolutions of the United States Congress.

"We hope that the present state of affairs at Santiago, where Spaniards are still the administrators of our interests, property, and fate, will be brief; that the city may soon be turned over to the Cubans, and that our army may enter, the flag of Cuba waving triumphantly beside the American flag, as Cuban soldiers fought side by side with the Americans against the common enemy."

## HOPE CUBA WILL BE ANNEXED.

### Spaniards in Madrid Pleased at Reported Trouble with Cubans.

LONDON, July 25.—The Madrid correspondent of The Times says:

"The growing dissensions between the Cuban insurgents and the American authorities are noted here with great satisfaction, and on all sides I hear it said:

"'If we must lose Cuba it is better that the island should be annexed by America, because the traitors would thereby be punished and the enormous Spanish interests in the island would be protected.'"

## GOMEZ LOOKS TO THE PRESIDENT.

### Reported as Saying That He Would Obey Mr. McKinley's Instructions.

JACKSONVILLE, Fla., July 24.—Lieut. Charles Fritol of the Cuban Army, of this city, who was a member of the Cuban expedition on the steamer Florida, and who recently returned from Cuba, stated that the Florida expedition was met by Gen. Gomez, and that he had a personal talk with the General, in the course of which he said, when asked what message he had for the American people:

"I have only to say," said Gen. Gomez, "that the only man that has anything to say in the direction of matters is Mr. McKinley, and we shall do whatever he says. I have given instructions to all my forces to co-operate with the Americans, to whom we are much indebted."

## SAMPSON'S FULL REPORT.

### The Official Account of the Santiago Operations at Washington.

WASHINGTON, July 24.—Secretary Long spent about two hours with the President this afternoon, presumably in going over Admiral Sampson's report of the destruction of the Spanish fleet at Santiago. The Secretary, however, declined to say anything in regard to the matter, except that the report might be made public to-morrow.

## SPAIN CONTINUES TO TALK OF PEACE

### Reported Measures Are to be Taken to End the War.

### WILL BE NO INTERMEDIARIES

### Spain to Make Its Negotiations Direct with This Country.

### According to Another Report President McKinley's "Impressionable Character" Tends to Prolong Hostilities.

LONDON, July 25.—The Madrid correspondent of The Times says:

"Peace prospects have greatly improved during the last forty-eight hours. The diplomatic exploration of Duke Almodovar de Rio, the Foreign Minister, has been more practical than was supposed, and it is now tolerably certain that the Government's efforts are entering a new phase, which may gradually lead to tangible results.

"The precise nature of the change is a secret, but there is little doubt that it tends to direct negotiations between Spain and the United States, there being no inclination to seek the mediation of any neutral power.

"The moment has arrived when America, having reached the parting of the ways, must choose between war with a specific object and an indefinable war of conquest.

"The present pause in hostilities is held to prove that the United States is reluctant to plunge into a wider sphere of action, and it may be confidently predicted that, if direct negotiations are opened without delay, both countries will find their views on the main point—the future of Cuba—far from irreconcilable.

"The French Embassy at Washington seems the most likely channel for opening negotiations, and the semi-official statement that America intends to retain Puerto Rico is regarded here as a hint to Spain to hurry up."

The Madrid correspondent of The Daily News, telegraphing Sunday, says:

"The efforts of the Government toward peace are meeting with almost insuperable difficulties. Ministerialists say that the chief obstacle is President McKinley's 'impressionable character,' which is more influenced, they affect to believe, by his personal friends and the jingoes in Congress than by diplomatic counsels.

"The President sometimes appears inclined, they say, to negotiate for peace on reasonable terms, but at others he seems determined upon a war of conquest, with a 'view of convincing Europe that the United States is a great military power which must be reckoned with.'"

A special dispatch from Madrid says:

"The press is preparing all classes for the loss of Cuba and Puerto Rico, and for developments at Manila. El Imparcial, reflecting a widespread opinion, advocates direct negotiations for peace with the United States, and admits that American annexation of Cuba is preferable to Cuban independence, if Spain must lose the colony, "since the lives and financial interests of Spaniards would be much safer under America."

LONDON, July 25.—The Gibraltar correspondent of The Daily News, telegraphing Sunday, says:

"According to Ministerial admissions, peace is further off than it was last week. The great difficulty is the loss of the Cuban cable. Señor Gamazo, the Minister of Public Instruction and Public Works, is much disappointed, and threatens to resign."

## SPAIN WATCHING THE CARLISTS

LONDON, July 25.—The Madrid correspondent of The Daily Mail says:

"The Government is closely watching the Carlists throughout the country. Carlist clubs have been requested to furnish complete lists of members, with addresses, and many will probably close rather than comply.

"I have reason to know that when the time comes the outbreak will be general, but Don Carlos will not give the signal until peace is concluded or until it is known that the peace conditions will be such as to provoke the people to indignation. Marquis de Cerralbo, the representative of Don Carlos here, has gone to confer with his chief."

Don Carlos, according to a dispatch from Brussels to The Daily Mail, has hurriedly started for Switzerland.

The Madrid correspondent of The Times says:

"There is still much talk about Carlist intrigues and preparations, but the Government, though vigilant and ready to act energetically if necessary, seems to think that at present there is no serious danger of discrepancies. The danger of Republican movements is still less.

"Señor Emilio Castelar has just rendered a service to the cause of order by publishing a long letter in which he impresses upon all good Spaniards the necessity of sinking party differences and remaining firmly united at the present critical moment.

"'Patriotism, like the church,' says Señor Castelar, 'imposes unity on us; and if unity does not exist let us be silent upon the subject.'

"The project of presenting Castelar with an address of confidence, signed by 100,000 of his admiring fellow-citizens, has been indefinitely postponed."

MADRID, July 24.—The chiefs of the Carlist organization are leaving Spain.

## MISS SCHLEY IN MADRID.

### Cousin of Commodore Schley, Representing the Paris Peace Society, Goes to See the Queen Regent.

MADRID, July 24.—Miss Jessie Schley, delegate from the Peace Society of Paris, has arrived at Madrid, with the intention, it is asserted, of interviewing members of the Cabinet, with a "humanitarian object."

Miss Jessie Schley, referred to in the foregoing dispatch, is the daughter of Charles Schley of Milwaukee, who is a cousin of Commodore Schley. She is a member of the Daughters of the Revolution. It was announced from Paris last week that she was about to start for Madrid to see the Queen Regent and Señor Sagasta, with a view to bringing about peace, and then to proceed to Washington to visit President McKinley in the same interest.

Last Friday The Milwaukee Sentinel announced that Miss Schley's father, on learning of his daughter's intention, had instructed her to return home immediately, disavowing her course and excusing it as the result of a warm, sympathetic nature and a special enthusiasm for philanthropic and peace movements.

## PREPARING TO FIGHT WATSON.

LONDON, July 25.—The Gibraltar correspondent of The Daily News says:

"The administrative haste and bustle in Spain about port defenses are prodigious. But who can think that all this means business after what has happened? The heavy French guns supplied from the St. Chamond works have been lying for the last six weeks in the drill ground at Carabanchel.

"They are being tested and will be sent to replace the brass and other old-fashioned pieces at Cadiz; but the means of loading them are defective; and so too is the smokeless powder. However, the military engineers expect that all these defects will be set right.

"Ordinary railway traffic is almost suspended, as the trains are wanted to take soldiers and marines, with munitions of war, hither and thither.

"The field artillery, which was supplied by France before war was declared, was originally centralized at Madrid, but it is now being shifted to the Northern Sierra, where Carlist risings appear. The fire brigades at the various seaports are constantly drilling to prepare themselves to deal with burning houses during the bombardments. The engineers have created what appear to be strong defenses at Cadiz, but the strength must depend altogether upon the range of the guns."

### Movements of Spanish Ships.

GIBRALTAR, July 24.—The Spanish transport Valdos arrived to-day at Algeciras and landed guns and war material.

LONDON, July 24.—Lloyd's agent reports that two Spanish gunboats have entered the harbor of Figueira, at tue mouth of the Mondego, Portugal.

### Bank of Spain's Condition.

MADRID, July 24.—The Bank of Spain report for the week ended yesterday shows the following changes: Gold in hand, increase, 1,383,000 pesetas; silver in hand, increase, 6,636,000 pesetas; notes in circulation, increase, 2,517,000 pesetas.

### Press Censorship Unrelaxed.

LONDON, July 25.—A dispatch from Madrid says that the Cabinet yesterday discussed the question of censorship and decided to continue to enforce the regulations. The leading papers threaten to cease publication unless the censorship is removed, but it is doubtful that they will carry the threat into execution.

### Distress Among Working Classes.

LONDON, July 24.—A dispatch from Madrid says:

"Great distress continues among the working classes at Barcelona and Malaga, and it is said that not a vessel is to be seen either at Cadiz or at Barcelona."

### Ministers Call on the Queen.

MADRID, July 24.—The members of the Cabinet to-day visited the Queen Regent, it being her name day.

## SPANISH PRISONERS DEPART.

### The Hesperia Sails for Gibraltar with Eighty Captives from Prizes.

The Hesperia, of the Mediterranean branch of the Anchor Line, sailed at 3 o'clock yesterday afternoon from the Union Stores, at the foot of Baltic Street, Brooklyn, with eighty Spanish prisoners, all of whom were taken from merchantmen captured as prizes. The Austrian Consul, who is in charge of the Spanish interests, paid the Anchor Line $17 a head to land the men in Gibraltar.

The Hesperia, while off Governors Island, saw a gunboat approaching. The Spanish sailors, who wehe standing on the after deck, had been singing a melancholy Spanish song, but when the gunboat was sighted they immediately ceased their occupation and crowded to the side to see one of the dreaded vessels, of which thy had heard so much. On the forward deck of the Hesperia were a number of Italians returning to Genoa, Leghorn, and Naples. As the ship passed the gunboat, the Italians, who had crowded to the side, like the prisoners, took off their hats, and gave a resounding cheer.

Two hundred and forty-seven of these Spanish sailors were brought to this port by the Guido and the Pedro, two of the prize ships, and on Saturday afternoon tugs took eighty of them to the Union Stores. Most of them slept in bunks on the piers Saturday night.

## LONDON VIEW OF THE WAR.

### Conduct of Our Forces at Santiago and Manila Highly Commended— Praise for the President.

LONDON, July 25.—The Times, in its weekly war review, expresses the opinion that the measures taken by Gen. Shafter for the protection of life and property at Santiago de Cuba will exercise a definite influence upon other parts of the island, "where it will be understood that Spanish loyalists are not to be abandoned, whatever happens."

"President McKinley's instructions for the Government of Santiago," the article continues, "which conform completely with the pledges given before the war, establish a precedent that may prove a happy augury in relation to American expansion."

With reference to European criticism of Commodore Watson's projected cruise to the Spanish coasts, the article repeats the already avowed conviction of The Times that the policy of the United States will not be modified thereby. The writer compliments Admiral Dewey, in regard to the attitude of Germany at Manila, with having "played a difficult game with conspicuous ability."

## GEN. SHAFTER TO HIS ARMY

### In General Orders He Thanks the Troops for Their Heroism and Endurance.

### WORK DONE RARELY RIVALED

### Exploits of the Campaign Recapitulated from the Landing at Daiquiri and Siboney to the Surrender of Santiago.

SANTIAGO DE CUBA, July 22—(7 P. M.)—Following is Major Gen. Shafter's orders, just published:

Headquarters United States Troops in Cuba,
Santiago de Cuba, July 19.
GENERAL ORDERS NO. 26.

The successful accomplishment of the campaign against Santiago, resulting in its downfall and the surrender of the Spanish forces and the capture of large amounts of military stores, together with the destruction of the entire Spanish fleet in the harbor, which, upon the investment of the city, was forced to leave, is one of which this army can well be proud.

This has been accomplished through the heroic deeds of the army, and to its officers and men the Major General commanding offers his sincere thanks for their endurance of hardships heretofore unknown in the American Army. The work you have accomplished may well appeal to the pride of your countrymen and has been rivaled upon but few occasions in the world's history. Landing upon an unknown coast, you faced dangers in disembarking and overcame obstacles that, even in looking back, seem insurmountable.

Seizing, with the assistance of the navy, the towns of Daiquiri and Siboney, you pushed boldly forth, gallantly driving back the enemy's outpost in the engagement of La Quasima, and completed the concentration of the enemy near Sevilla, within sight of the Spanish stronghold at Santiago de Cuba. The outlook from Sevilla was one that might well have appalled the stoutest heart. Behind you ran a narrow road, made well-nigh impassable by rains, while to the front you looked out upon high foothills covered with a dense tropical growth, which could only be traversed by bridle paths terminating within range of the enemy's guns.

Nothing deterred, you responded eagerly to the order to close upon the foe, and, attacking at Caney and San Juan, drove him from work to work until he took refuge within his last and strongest intrenchments, immediately surrounding the city.

Despite the fierce glare of a Southern sun and rains that fell in torrents, you valiantly withstood his attempts to drive you from the position your valor had won. Holding in your viselike grip the army opposed to you, after seventeen days of battle and siege you were rewarded by the surrender of nearly 24,000 prisoners, 12,000 being those in your immediate front, the others scattered in the various towns of Eastern Cuba, freeing completely the eastern part of the island from Spanish troops.

This was not done without great sacrifices. The death of 230 gallant soldiers and the wounding of 1,284 others shows but too plainly the fierce contest in which you were engaged. The few reported missing are undoubtedly among the dead, as no prisoners were lost.

For those who have fallen in battle with you the commanding General sorrows, and, with you, will ever cherish their memory. Their devotion to duty sets a high example of courage and patriotism to our fellow-countrymen. All who have participated in the campaign, battle, and siege of Santiago de Cuba will recall with pride the grand deeds accomplished and will hold one another dear for having shared great sufferings, hardships, and triumphs together. All may well feel proud to inscribe on their banners the name of Santiago de Cuba.

By command of Major Gen. Shafter.
E. J. McCLERNAND,
Assistant Adjutant General.

## TRIBUTE FROM GEN. HENRY.

### Highly Praises Shafter and His Army in Letter to Adjt. Gen. Corbin.

WASHINGTON, July 24.—Few officers in any army have had more experience in hard fighting, especially in rough country, than that old Indian fighter Gen. Henry, so that some weight must be attached to the opinion of our officers and troops expressed by him in the following personal letter addressed to Adjt. Gen. Corbin, dated in front of Santiago, July 12:

"We had a pleasant sail down, but, having to row the men ashore, it took some time to get off. We left Siboney at 2 P. M. yesterday with the Eighth Ohio, and came into camp here about three miles from front. In company with Gen. Breckinridge I rode to the front to Gen. Wheeler's headquarters, and, a flag of truce being up, had an opportunity to see the lines.

"We are almost on top of them, in front of Wheeler, being about 800 yards from them; but the country is rough, going down and ascending, all covered by their fire. The country all the way is the roughest I ever saw. You have to follow roads or trails, and come under heavy fire, their position commanding every approach.

"The work done by these troops since landing, and their heroism and patience under discomforts, heat and rain, call for the highest praise; and the work accomplished by Shafter, his pertinacity and 'go aheadiveness' under adverse circumstances and discomforts, is a revelation to me. I doubt if there is another officer who would have 'gotten there' as he did. Our loss was most unfortunate, but from character of country could not have been avoided 'if we had to get there.'

"Last night the Eighth Ohio were almost drowned out, and it pours to-day; that's the climate; and it would be cheaper to lose more by fighting and success than by sickness, which is sure to come by staying. We have about thirty cases of yellow fever and many of malaria, but the men are cheerful. Gen. Duffield and Capt. Wilcox have yellow fever—they say a mild form—gotten from sleeping in infected buildings, which are now to be burned.

"Miss Clara Barton and Mrs. Addison Porter rode to the front yesterday in an army wagon over rough roads while it was raining; they are unselfish women.

"Too much credit cannot be given to the heroism, pertinacity, pluck, patience, and endurance of the men who have borne the brunt of this work."

## SHAFTER ANSWERS CRITICISMS.

### Says the Troops Did Not Lack Food—His Plan of Campaign Carried Out as Prepared.

WASHINGTON, July 24.—In a message to the War Department to-day Gen. Shafter takes notice of some of the severely critical newspaper articles that have appeared touching the condition of the troops before Santiago while they lay in the trenches.

He admits that there was a shortage of tobacco for a time, but shows conclusively that there was no lack of the necessities of life, and the troops were adequately supplied with hard bread, bacon, sugar, and coffee. Although this bill of fare is not as extensive as that afforded troops in garrison, it embodies the main features of the army ration while on field service and removed from a base of supplies.

As it has been alleged in some quarters that there was a lack of purpose in the battles incident to the advance upon Santiago, it is interesting to note that while Gen. Shafter admits that for two days he was himself lying ill, owing to the great heat and exposure, he asserts that the plans laid down in advance for the movement were carried out with absolute exactness.

## TROUBLE WITH CORRESPONDENTS.

### Some of Them Were Too Zealous and Infringed Military Law.

WASHINGTON, July 24.—In his report to the War Department relative to the conditions at Santiago, Gen. Shafter has thrown some light upon the difficulties in which certain of the newspaper correspondents there have involved themselves.

From his report it would appear that, animated by an ambition to take a prominent part in the important events following each other in rapid succession at Santiago, after the initiation of the negotiations for the surrender of the city, a few of the correspondents were guilty of grave breaches of military law, necessitating prompt corrective action by Gen. Shafter.

Thus, for instance, one correspondent in his efforts to take part in the flag raising over the City Hall resisted the military officers in the execution of their duty, and even attempted a personal assault upon the commanding General. This made him subject to summary and severe punishment, even death, yet Gen. Shafter, probably realizing that ignorance of military law was the explanation of the action, contented himself with expelling the correspondent from Cuba.

A more serious offense, from the fact that it might easily have led to rioting and loss of life, was that of three other correspondents, who, it appears from Gen. Shafter's report, by circulating inflammatory posters stirred up the towns. They were likewise deported, and as evidence that he has no personal ill-feeling toward the paper represented by them, but desires only to exercise such control as is imperatively demanded in the interest of safety of our troops and protection of the people under their care, Gen. Shafter has declared that these correspondents may be replaced by others from the same newspaper who will observe the rules of prudence.

No mention is made of any other cases requiring attention, and it is indicated that the relations between the newspaper men and the army officers at Santiago are generally amicable and satisfactory.

## TWO GARRISONS SURRENDER.

### Hungry Soldiers at San Luis and Palma Soriano Delighted at Prospect of Returning Home.

WASHINGTON, July 24.—The War Department at midnight posted the following:

"Santiago, via Haiti, July 24.

"Adjutant General of the Army, Washington:

"Lieut. Miley has returned from San Luis and Palma Soriano, where he went four days ago to receive surrender of Spanish troops. The number surrendered was larger than Gen. Toral reported—3,055 Spanish toops and 350 volunteer guerrillas. Volunteers gave up their arms and gave parole and have gone to work. Three thousand stands of arms were turned in, loaded on ox carts, and started to the railroad.

"Spanish troops accompanied him to San Luis, and all apparently greatly delighted at prospects of returning home. They were on the verge of starvation, and I have to send them rations to-morrow.

"If the numbers keep up as they have there will be about 24,000 to ship away—nearly 12,000 here, 3,000 from San Luis, 6,000 from Guantanamo, and over 2,000 at Sagua and Baracoa.

"SHAFTER, Major General commanding."

MADRID, July 24.—Señor Sagasta, the Premier, says that not all the troops included in the capitulation of Santiago agreed to surrender.

## 11,000 PRISONERS BEING FED.

### Only 143 Cavalry Horses Turned Over to Shafter by the Spaniards.

WASHINGTON, July 24.—Gen. Shafter reports that he is feeding 11,000 of the Spanish prisoners of war, and although he has not yet been able to furnish them with tents, yet this deficiency is being made good, and meanwhile their present condition is no worse in this respect than it was before the surrender.

SANTIAGO, July 23.—To-day the Spaniards turned over their cavalry horses. Only 143 were surrendered. The others had been killed for food for the army.

As soon as the Spanish soldiers have embarked the Cuban soldiers will be allowed to enter the city freely. The first embarkation is expected next Thursday.

## SICKNESS IN SHAFTER'S CAMP.

### Three Hundred and Ninety-six New Cases of Fever of Different Kinds, and Four Deaths.

WASHINGTON, July 24.—A dispatch received to-night by Adjt. Gen. Corbin from Gen. Shafter says that 396 new cases of fever of all classes were reported in his camp before Santiago yesterday. As the same dispatch reports only four deaths—and none of them from yellow fever—from among the hundreds of cases of fever known to exist in the camps, the war authorities are more than ever inclined to the belief that the cases of yellow fever are of a mild type.

Previous dispatches from Gen. Shafter and the medical officers of his corps have indicated the existence in the camp of a very large number of cases of malarial and dengue fever, the latter being peculiar to the Cuban climate. Some clear cases of yellow fever are reported, but the officials say they are few as compared with those of other fevers.

Gen. Shafter's dispatch was made public by Adjt. Gen. Corbin as follows:

Santiago, via Haiti, July 24.

Number of new cases of fever of all classes for yesterday approximately 396. Deaths not previously reported—Privates Daniel A. Stone, Company D, First Illinois Infantry, typhoid fever, July 20; Sergt. J. Blair, Regimental Quartermaster, Twelfth Infantry, died July 22 of dengue fever and asthenia; on July 23 of malarial fever, Privates William Peacock and Garret Learnshock, both of Company E, Second Infantry.

SHAFTER,
Major General Commanding.

In a dispatch received earlier in the day Gen. Shafter reported that the condition of the troops was rapidly improving, and said he hoped in the course of a day or two to have them all located in comfortable camps, where they may rest and recuperate, and where the sick may recover.

SANTIAGO DE CUBA, July 23.—The report published in the United States that there are thirty cases of yellow fever in the cavalry division proves, on investigation, to be unfounded. Capt. House requests that the report be definitely denied.

The First, Third, Sixth, and Ninth Regiments, the First and Tenth Regular Cavalry Regiments, and six companies of the Randolph Light Artillery are encamped about two miles northwest of El Caney, at the base of the mountains. The camp is apparently perfectly healthy as to location and has a good water supply. The ground is well drained.

SANTIAGO DE CUBA, July 22—(Delayed in Transmission.)—The United States troops are suffering in great numbers from heat and malaria. Two hundred cases in Gen. Kent's division, seventy in Gen. Lawton's, and eighty in Gen. Ludlow's were reported this morning. The horses are also prostrated.

Of six companies of the Ninth Infantry, Companies B, C, D, F, G, and H, quartered at the theatre here, 117 were reported on the sick list this morning.

Frank McGowan, Company G, Ninth Infantry, died yesterday of consumption. This has been the only death among our men thus far in the city.

Owing to the number of sick the garrison here is doing guard duty day and night and is breaking down with excessive work. Thus far there is no talk of relieving the men. The Ninth and Thirteenth Infantry constitute the garrison at present.

### Provisions for the American Fleet.

SANTIAGO, July 23.—The steamer Jamaica arrived to-day with passengers from Jamaica and proceeded to Guantanamo, with provisions for the United States fleet.

### Twenty Bags of Spanish Mail.

SANTIAGO DE CUBA, July 22.—Twenty bags of mail were seized at the Santiago Post Office on the day of the American occupation. It consists of Spanish official and private correspondence. Yesterday the Spanish customs authorities asked to have the mail bags turned over to them; but the request was refused and the matter was sent to New York to-day by the steamer Concho.

## RED CROSS RELIEF WORK.

### Distribution of Food to Poor of Santiago Progressing Favorably—The State of Texas Returning.

SANTIAGO DE CUBA, July 23.—The distribution of relief brought by the Red Cross steamer State of Texas is progressing favorably. Ample storage room has been provided free of charge. Eight hundred rations were distributed yesterday, and enough has been given to-day to relieve immediate wants.

The soup kitchen established by the German Consul and another, and supported by voluntary local contributions until provisions in Santiago became so scarce that only two very insufficient distributions occurred weekly, has been taken in hand by the Red Cross agents and amply supplied with food, which will be continued.

The stevedores who are working on the cargoes are paid in rations. The greatest necessities of the poor for food have been already relieved. Of the finer groceries, outmeal, milk, and canned goods, in possession of the Red Cross agents, Dr. Elwell says nine-tenths have been delivered to the soldiers and the military hospitals. Loads of Red Cross provisions are delivered daily to the soldiers.

The State of Texas brought principally cornmeal, flour, rice, beans, lard, and bacon. She is no longer under charter to the Red Cross Society and has returned to the United States.

## JERSEY HORSETHIEVES TAKEN.

### Ruff Waited Suspiciously Long for His Friend and Was Arrested.

At 2 o'clock yesterday morning a horse and wagon drove into Exchange Place, Jersey City, and stopped near the Pennsylvania Railroad Ferry. The driver waited nearly an hour and then Policeman James Keilt asked him whom he was waiting for. He said he was William Ruff of Rahway, N. J., and was waiting for Theodore Smith of Newark, a friend with whom he had been driving. Keilt asked him where he had left Smith and he said Smith had left him, but he could not say where. Keilt arrested Ruff and he was locked up at the Gregory Street Station.

Shortly afterward Smith appeared at the ferry looking for Ruff, and he also was placed under arrest. At 7 o'clock the Newark police asked the Jersey City police to look out for a horse and wagon such as had been found in Ruff's possession, and which had been stolen from John E. Peterson of Montclair, N. J., while he was visiting friends in East Orange. Ruff, who had not been told of his friend's arrest, was then confronted with Smith and the surprise of the unexpected meeting was so great that both confessed the theft of the rig. The two men were sent to Newark to await examination.

## CYCLE RACING AT NORWOOD.

### Waller Seeks to Lower the American Long-Distance Record.

NORWOOD, Mass., July 24.—Frank Waller, the well-known long-distance bicyclist, started at 4:25 o'clock this afternoon in an attempt to lower the American twenty-four-hour paced cycle record of 355 miles and 790 feet, made by Evans, a course of 51 miles to Taunton and return over some of the best roads in the State having been arranged.

He arrived back at Norwood on the first 50 miles at 6:56:33, the elapsed time being 2:31:33. After a rest of three minutes, Waller started on the second round, arriving back from Taunton at 10:25:20 P. M., completing the round in 3:25:20. This time placed him somewhat ahead of the record, notwithstanding that the round was ridden almost entirely in the dark. There was no accident on the way, which was fortunate and remarkable, considering the darkness. He left for the third fifty miles at 1:38:06 o'clock.

### Americans Win at Whist.

TORONTO, Ontario, July 24.—The international whist match between an American team and a team of the Athenaeum Club of Toronto, representing the Dominion, was concluded at an early hour this morning, the Americans winning by a score of 237 tricks to 234 tricks, a majority of 3 tricks. The match was one of 36 board duplicate.

## THE KAISER CAN DO NO WRONG.

### But His Words Are Libelous When Used by His Subjects.

From The London News.

A very interesting libel case has just been tried at Dirschau, and the sentence passed proves that there are still Judges in Germany. Not mindful of the old proverb, "Quod licet Jovi non licet bovi," a Conservative Deputy of Dirschau lately called five Liberal electors who voted for the Polish candidate "Vaterlandlose gesellen," (unpatriotic "Fatherlandless" fellows.) The words had become famous since the Emperor used them in a similar connection. The five men brought an action for libel against the Deputy, who was, however, acquitted on the ground that the words in question had become "winged words," and that it had not been proved that the defendant intended to insult. The plaintiffs appealed, and the court quashed the finding of the lower court, being of opinion that the words complained of implied a gross insult, and as an educated man the defendant ought to have known it. He was therefore found guilty and fined.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

## WORRY CAUSED SUICIDE.

### Father Killed Himself Because His Only Daughter Staid Away from Home Over Night.

The absence of his only daughter from home over night, and that innocently enough, so worried John G. Kocher, an old man living at 92 First Street, that he committed suicide last night by hanging himself in his rooms. There were three in the Kocher family—the father, sixty-five years of age; Frederick, fourteen years of age, and Clara, a pretty miss of seventeen. The mother died years ago. The father and Clara both worked—he as a driver of a cart, she in a shop near her home.

When the girl asked permission to go with her companions on an excursion Saturday her father gladly consented. Saturday night came, and with it most of the girls that had gone on the picnic, but Clara did not come home. Sunday morning brought no tidings of her. The father worried constantly.

Along toward 6 o'clock last evening the boy was so worried about his father's fit of despondency that he bade him cheer up, saying he knew Clara had spent the night with a friend, and he would find her and bring her home. Leaving the old man with his head bowed in grief the boy hastened out. A block away he met the girl coming home, and with her the girl chum with whom she spent the night. The boy, not waiting to tell the girl of his father's anxiety, ran full speed to tell is parent of the girl's safety. As he opened the door he saw an awful sight.

Hanging from a hook over the door, was the father. He was still alive, but unconscious. The boy called for help, and the frightened girl came running, only to fall in a faint. When a policeman, a few minutes later, cut the old man down, he was beyond help, and died before a doctor came.

The girl insisted that her "carelessness," as she terms it, is the cause of the tragedy, and the doctors fear her mind has become unbalanced.

## THE TROOPS AT CAMP BLACK.

### Regiments There Nearly Complete and Batteries to Arrive Soon.

HEMPSTEAD, July 24.—There are only two more companies to arrive before the ranks of the three infantry regiments from New York assembling at Camp Black under the second call for troops will have been completed. The Two Hundred and Third Regiment is complete, its twelfth company, Company H, having arrived this afternoon. The Two Hundred and First has eleven companies in camp and the Two Hundred and Second the same number. The three batteries are expected to arrive soon. Two of them may be in camp within the coming week, but the third may be delayed for a few days longer.

About 200 men of the Two Hundred and First, under command of Capt. Orchard of Company D, came to Hempstead this morning to attend mass in the Catholic Church. After the services Capt. Orchard was invited to luncheon by the priests, and the soldiers were looked after by the Sisters, who provided religious gifts.

Many men of the new regiments are far from well, although none of them appears to be very sick. Even the Surgeons complain of not feeling well. The sanitary condition of the camp is not all that it might be. Attempts have been made to improve this by a series of drains and outlets, but the nature of the ground is against anything excellent. The frequent rains have caused many cases of malaria.

Lieut. Col. Sanger, who was acting as Provost Marshal during the encampment of the first call troops, is now in command of the troops. He is Lieutenant Colonel of the Two Hundred and Third. Not one of the regiments in camp has a Chaplain. All the men in the guardhouse for trivial offenses have been released, so they may start the first week of real camp life straight.

## HORSE FOR AN ARMY CHAPLAIN.

### Rev. J. W. McDowell Remembered by His Parishioners of Greenville, N. J.

The parishioners of St. Paul's Roman Catholic Church, Greenville, Hudson County, N. J., have presented to their pastor, the Rev. Joseph W. McDowell, who has been commissioned Chaplain of the Fourth New Jersey Volunteers, a handsome horse, valued at $400. A regulation army saddle and blanket, stirrups, bridle, and bit were presented with the horse.

A few days ago, previous to leaving to join his regiment, Father McDowell inspected several horses, with a view to purchasing one for his use in camp. He selected one to his liking, and when his parishioners heard of his intention they determined to make him a present of the animal. In a day the necessary amount was subscribed and the horse bought. Yesterday the animal was shipped to the Chaplain.

Father McDowell has always taken an active interest in military affairs. While a curate at St. John's Church, Orange, he was appointed Chaplain of the Third Regiment, N. G. N. J. His appointment as Chaplain will not necessitate his relinquishing the charge of St. Paul's Parish. During his absence the Rev. Peter E. Reilly will be acting pastor.

### Soldier Sentenced for Larceny.

JACKSONVILLE, Fla., July 24.—Private Charles T. Devine of Company A, Fourth Illinois Regiment, left here under guard for Fort Leavenworth, Kan., having been convicted of larceny of $200 from a comrade. He admitted the theft and returned the money. Devine, who is from Tuscola, Ill., is sentenced to serve nine months at hard labor, the forfeiture of all pay, and dishonorable discharge.

### Death at Miami.

NEW ORLEANS, July 24.—Lieut. Sneed of Company A, First Louisiana Regiment, one of the best-known newspaper reporters in the South, died at Miami, Fla., this afternoon of typhoid-malarial fever.

### Navy Officials Visit a Dry Dock.

PERTH AMBOY, N. J., July 24.—Navy officials inspected the Perth Amboy Dry Dock Company's 2,500-ton dry dock yesterday with a view to purchasing it for use at Key West. The dock is 285 feet long and has been in use two months. No decision was announced, and the dry dock company officials claim to be in ignorance of the nature of the report to be made.

### The Gunboat Newport Sails.

The United States gunboat Newport sailed from this port yesterday, passing out at Sandy Hook at 4:50 P. M.

## A. S. DOLZ BADLY HURT.

### Was Deputy Consul General at Havana Under Lee.

WASHINGTON, July 24.—A. S. Dolz, Deputy Consul General of the United States at Havana until the Consulate was abandoned by the Government, was injured seriously to-night by falling from a street car. In attempting to step from the car while it was in motion, he slipped and fell, his head striking the pavement.

He recovered consciousness at the Emergency Hospital, but was unable to remember where any of his friends might be reached or where he had been stopping in the city.

He is suffering from a severe concussion of the brain, and his skull is believed to be fractured.

### Steamer from the Klondike.

VANCOUVER, July 24.—The steamship Athenian arrived from the North at 7:30 this evening. She brought the body of ex-Mayor Cope, who was drowned eight months ago. Thirty-four passengers from Dawson came down on the boat and left it at Victoria for Seattle. It was stated that $4,000 each would approximate the amounts brought down by a majority of the passengers.

## SOUND MONEY CAMPAIGN

### Chairman Hanna of the Monetary Commission Issues Reports on the Work Up to Date.

## GRATIFYING PROGRESS MADE

### He Urges All Republicans and Anti-Silver Democrats to Continue Their Efforts to Establish the Best Currency.

INDIANAPOLIS, Ind., July 24.—Chairman Hugh H. Hanna of the Monetary Commission has prepared a statement addressed to the business men, setting forth the results of the work of the commission during the last session of Congress. He says:

"The present status of undertaking to secure a comprehensive currency law is encouraging beyond what we expected. In truth, the remarkably prompt appreciation of the value of organized effort and the realization that the opportunity is at hand has resulted in very gratifying progress.

"The bill, as finally agreed upon and reported to the House, has been generally approved by almost every one supporting the effort to accomplish comprehensive monetary legislation. The bill includes all of the vital elements recommended by the Monetary Commission, but the detail of method differs in some respects radically. On the whole, the bill reached by the committee is a greater step in the right direction than the business men of the country had reason to expect would be secured at this early stage in the progress of the work.

"The passage of this bill will be the beginning of law for the best currency in the world. Of course, it is possible and probable there may be objections to the details of the bill, and the changes made before approved by both houses of Congress, but the encouragement is so great that all business men, who recognize the extraordinary opportunity, are warranted in absolute unity of effort henceforth to the final successful consummation.

"The avoidance of dissension in discussion among the friends of this character of legislation upon the question of consideration seemed desirable and it became a question of expediency. While appreciating the force and influence upon the next election that would surely have followed if an affirmative action could have been had during the session just closed, the committee is glad to assert at this period that everything considered, the present status is probably more favorable to ultimate legislation than would have been the case had a number of leading Republicans in the House disapproved of the action sought during the session.

"To measure the present condition it is only necessary to say that there is every reason to believe that the President and all the leading Administration Republican Senators and Congressmen and the 150 members of the House, who signed the petition, now stand united in support of the general principles of the committee's bill. There is every reason to believe that Mr. Reed will be an earnest advocate of monetary legislation.

"There is every reason for the members of this organization to entertain positive hope and to arouse the most determined spirit and effort to continue the struggle so unremittingly and so successfully made to this stage of the work. It was well understood that the effort made for action in the lower house during the session just closed was for the particular purpose of making a demonstration of good faith on the part of the Republican branch of Congress.

"This, it was believed, would inspire new hope and unite the business men of the country in an effort to secure in the November election not only the continuance of the control by the Republican and sound-money element of the lower house, but to overcome the majority in the Senate now held by the fiat-money people, and thus make sound-money legislation possible. No such legislation can be enacted until both branches of Congress are in control of the Republicans and the sound-money Democrats.

"Plans will be formulated in due time in order that the business men of the country may supplement the regular organization for work in the weak legislative and Congressional districts."

## LEWIS WARNER TALKS.

### The Massachusetts Banker, Arrested for Embezzlement, Tells of His Experiences at Louisville Since Absconding.

LOUISVILLE, Ky., July 24.—Lewis Warner, the Massachusetts bank wrecker who was captured here yesterday, talked freely at the city jail to-day regarding his case. Warner spent a restless night in his cell. He arose several times during the night and walked to and fro across the floor, running his hands nervously through his hair.

He was up bright and early this morning and asked the turnkeys if they could not allow him to sit in the parlor for a while before breakfast. The privilege was granted him and he seated himself comfortably in an easy chair. He bought all the morning papers and read carefully every line that had been written about him.

"I guess I'm the worst man in the United States," said he, laughingly.

Detective Tom Maher, to whom Warner first confessed his identity, says the embezzler offered him $10,000 in cash to release him.

Maher says he and Warner were sitting in Capt. Sullivan's private office. Warner drew his chair close to Maher, and, placing his hand on the officer's shoulder, said: "If you will let me go, I'll give you $10,000 in cash. I have not the money now, but will get it in short order."

Maher says Warner had a fixed expression on the face which told him that he meant exactly what he said. When seen at the jail this afternoon, Warner was in good spirits.

"I suppose you want me to tell you all I know," said he, laughingly. "I will not do that, for then you would know as much as I. But I will talk to you. I do not intend to touch on my relations with the two Northampton banks, except to say that I am Lewis Warner, and am wanted for embezzling a large amount of money. I do not know the exact amount. From all accounts, however, the shortage must be over $600,000.

"Furthermore, I do not intend to say how I lost my money and became so entangled. It is sufficient to say that I am charged with embezzling the funds of the two banks. I see by the papers that the banks are in the hands of receivers and all my property has been sold off to pay shortages. My residence was one of the finest in Northampton. I hate to think that my old home is gone, but that is only one of the things which trouble me. My manufactories cannot bring more than one-fifth of the total indebtedness of the banks."

"Have you any money now?" was asked.

"I have not a dollar," replied Warner. "I am penniless, and it hurts me very much to deny myself the many luxuries which I formerly enjoyed."

Warner strongly denied that he had offered any officer $10,000 to be released.

## HIGHWAYMEN AT ELBERON.

### They Attempt to Rob E. G. Miannay—Several Shots Fired.

ASBURY PARK, N. J., July 24.—E. G. Miannay of Maillard & Co., confectioners of New York, while driving from Long Branch to Asbury Park this evening was stopped at Elberon by two highwaymen, who, at the point of their pistols, demanded that Mr. Miannay hand out his possessions. Instead of obeying, the coachman, who was driving, lashed his horses, and they started off on a run. The highwaymen fired several shots after the flying carriage. The coachman drew his revolver and returned the fire.

None of the shots fired by the highwaymen took effect, and it is believed the coachman's shots were equally ineffective. Mr. Miannay is residing in Sixth Avenue for the Summer with his wife and family.

### Steamer Sunk Near Detroit.

DETROIT, July 24.—The steamer Edward Smith No. 2 was run into and sunk in Lake St. Clair, near the flats, this afternoon by the schooner Aurania in tow of the propeller Aurora. The Aurania was badly damaged about the prow. The crew and a pleasure party on board the Smith were rescued without accident. The Smith is owned by John Mitchell of Cleveland and is valued at $6,000.

## SKINNER'S LAST PIECE.

### One-Armed Cornetist Played "The Reverie of the Dying," Then Took Poison.

Percival Skinner, the one-armed cornetist, lies dead in the Morgue. He played his last piece, "The Reverie of the Dying," from the window of his room at 242 East Twenty-fifth Street, on Friday night, then took a draught of laudanum and lay down to sleep the everlasting sleep.

Skinner was about twenty-three years of age and quite tall. He is said to have been born in Savannah, Ga., and to have come from a prominent family in that city. He told his friends that he ran away from home when he was thirteen years old, joined a circus, and traveled over a great part of the country. He met with an accident five years ago while stealing a ride on a freight train into Chicago. He was caught between the bumpers and his right arm was crushed. It had to be amputated.

Skinner fortunately had learned to play the cornet, and on leaving the hospital practiced manipulating the instrument with his left hand, and succeeded very well. Two years ago he came on to New York and undertook to earn a living by playing the cornet in the upper part of the city during the day, and in the evenings between Twenty-third and Thirty-fourth Streets.

At first he made a comfortable living, and paid his rent quite regularly, but of late he complained that the police had forbidden him to play, and began falling in arrears with his rent. The police deny that they interfered with him, and said that Skinner, through intemperance, neglected his work.

He roomed with another man by the name of Haight, who found him in an unconscious condition. Skinner was taken to Bellevue Hospital, where he died soon after his arrival. The police say that Skinner's neighbors have promised to bury him.

## DISPOSSESSED AND STARVING.

### Soldier's Wife Found in the Street and Taken to Bellevue Hospital.

When the Twelfth Regiment marched away for Chickamauga May 2 Frank George of Company M was in the ranks. He knew his wife had a single dollar left and no food in the house, but he believed the call to arms imperative and responded. He gave her assurance that his first month's pay would be sent to her, and she bade him godspeed, saying bravely that she would manage somehow to get on.

What she has suffered since and how many nights her little four-year-old boy has gone hungry to his bed in their miserable, poverty-stricken flat at 227 West Sixty-sixth Street, may never be known, but she has undergone enough to prove that all the heroes were not at the front. For days she had hardly anything to eat. She could not pay her rent, and last Thursday she was dispossessed, her few household goods being thrust out during a rain. She was found half-conscious last night on the sidewalk at Amsterdam Avenue and Sixty-sixth Street. She said she had eaten nothing for three days. Mrs. Frawley of 535 West Forty-ninth Street, a friend quite as poor as she, has sheltered the boy while the mother vainly searched for employment.

A policeman sent her to Bellevue Hospital, where every attention was given her. She told the authorities that she had received just $4 from her husband since he left her. E. D. Chingham of 165 West Sixty-sixth Street, she said, is the agent of the house in which she had lived for a year. Though but a month in arrears, he gave her less than a day's notice and then appeared with a brutal assistant and flung her into the street. When she pleaded with him that her husband was at the front she says he replied:

"Oh, yes, I know. That's the same old gag. You must pay or get out."

Mrs. George said she knew nothing of the various soldiers' relief associations or she would have applied to them. The doctors at Bellevue report her condition, as the result of starvation and exposure, as serious.

## CHARGED WITH MURDER.

### Pierro is Wanted for Killing a Countryman in Syracuse.

Tomasso Pierro, who was arrested on the charge of murder at 146 Mulberry Street on Saturday afternoon, was yesterday handed over to Detective James J. Woods of Syracuse, where the crime is alleged to have been committed.

Pierro and another Italian named Letto Dimides both worked in Syracuse, and boarded with a pretty young Italian widow by the name of Mrs. Antonia Glielmi.

Both men fell in love with their landlady and became jealous of each other. The woman made each one imagine that she preferred him when the other charmer was away, and this double dealing only intensified the hatred between the two men.

On the evening of May 26, Mrs. Glielmi went out to do some marketing, and told Pierro to look after the house during her absence. As soon as she had stepped out, Pierro in a sneering manner asked Demides whether he did not think he was not needed any more in the house, inasmuch as Antonia had snubbed him. Demides flew into a rage, and cursed Pierro. Words led to blows, and then the men drew knives and fought like demons. Demides was stabbed so seriously that he died next day.

Pierro made his escape and came to New York. The Syracuse police learned of his movements and sent his description to Police Headquarters in this city, and Detectives Petrosini and Lesson were detailed to look out for him, and they learned from Syracuse that he intended to take passage for Europe. The detectives watched the steamship line on which they believed Pierro would be likely to sail, and one day they saw a man who they felt sure was Pierro. They followed him to 119 Liberty Street, Union Hill, N. J., and then to the office of T. Papponi, a banker at 146 Mulberry Street, in the Italian quarter in this city. They learned that he intended to leave the country, but, as he did not have enough money, he was anxious to get work out of the city.

The detectives sent him a telegram on Friday evening and signed Papponi's name to it. In it they said that there was a job waiting for him in the country, and if he wanted it he was to come directly to the office. The unsuspecting Pierro came, and as soon as he reached Papponi's office he was taken into custody.

### Another Trolley Car Victim.

Eric Anderson, 48 years old, of Eleventh Avenue and Sixty-third Street, South Brooklyn, was run over and instantly killed by a Coney Island trolley car of the Brooklyn Heights Road last night at Sixty-third Street and Eleventh Avenue. The car was stopped and a passenger alighted, hoping to assist the man, whereupon the car went ahead at full speed. Upon the return to Brooklyn the motorman and conductor were arrested on a charge of homicide. Anderson was a mechanic in comfortable circumstances and leaves a wife and three children.

### Baby May Die from a Fall.

Jeremiah Reardon, a porter, had been drinking last night, and when he started down stairs at 334 East Thirty-eighth Street, with his two-year-old child Nellie in his arms, he tripped and fell down the flight. The child's skull was fractured, but the man was not injured. When an ambulance surgeon from Bellevue Hospital attended to the child the mother refused to let the little one be taken to the hospital until a Gerry Society agent had threatened her with arrest. Some delay was caused, from which the child's death may result.

### Tandem Runs Down a Cyclist.

William Farwell, twenty-two years old, of 255 West Fifty-fifth Street, while riding a bicycle along the Hudson Boulevard, near Cortland Street, West Hoboken, yesterday, was run down by a tandem ridden by two men, who were scorching. Farwell's wheel was wrecked, and he was thrown heavily, cutting a gash in his head and breaking his right arm. The men on the tandem rode rapidly away, leaving Farwell lying unconscious in the road. He was found by a policeman later and taken to Christ Hospital, Jersey City, where his injuries were pronounced serious.

### Brothers Drowned at Winnipeg.

WINNIPEG, July 24.—John Chambers, his wife, and brother Henry were upset from their sailboat at Shoal Lake to-day and both brothers were drowned. Mrs. Chambers was rescued.

## FIELDS FOR OUR TRADE

### Opportunities to Producers and Manufacturers Offered by Cuba and Puerto Rico.

## STATISTIC BUREAU'S FIGURES

### Annual Value of Exports to the Islands from This Country, Great Britain, Spain, France, and Germany.

WASHINGTON, July 24.—The markets which are likely to be opened in Cuba and Puerto Rico to American producers and manufacturers are the subject of much attention and inquiry just now. Large numbers of letters reach the Treasury Department and Bureau of Statistics, asking for information regarding the class of articles imported into those islands, and the countries which have been supplying these articles.

This information will be given in elaborate form in the next monthly publication of the Bureau of Statistics, The Summary of Finance and Commerce, and will show that Cuba has been, under normal conditions, buying annually about $25,000,000 worth of goods from Spain, about $4,000,000 worth from Great Britain, less than $1,000,000 worth from France, and less than $1,000,000 worth from Germany, while from the United States her purchases have ranged from $8,000,000 to $26,000,000 in value. The imports into Cuba have been, of course, light during the past year or more, and a fair estimate of her purchases can only be obtained by examination of the figures of the year 1896, or earlier years.

The imports into Cuba and Puerto Rico from Germany in 1892 amounted to 6,020,000 marks, the value of a mark being 23.8 cents; in 1893 they dropped to 5,005,000 marks, in 1894 to 3,810,000, in 1895 to 3,330,000 marks, and in 1896 rose to 4,503,000 marks. The largest item in these imports from Germany was iron and manufactures of iron, which in 1896 formed nearly one-third of the total exports from Germany into Cuba and Puerto Rico.

From France the importations into Cuba and Puerto Rico amounted to 5,277,690f. in 1893, the franc being valued at 19 3-10 cents; 3,747,695f. in 1894, 2,799,832f. in 1895, and 1,713,880f. in 1896. The largest item among these imports into Cuba and Puerto Rico from France were jewelry and fancy articles, which formed nearly one-third of the total, the next largest being textiles of wool, 183,753f., and prepared medicines, 111,234f.

The imports into Cuba and Puerto Rica from the United Kingdom were valued at £1,478,171 in 1892, £1,321,926 in 1893, £1,121,096 in 1894, £943,793 in 1895, and £722,550 in 1896. The largest of these imports from the United Kingdom in 1896 were: Cotton goods, £233,673; linens, £137,634; iron, wrought and unwrought, £78,668; machinery, £43,241; hardware, cutlery, &c., £22,936; coal and other fuel, £35,429.

From Spain the imports of the year 1896 into Cuba were 134,461,675 pesetas, the value of the peseta being, according to the Mint Bureau, 19 3-10 cents. The imports from Spain in the year 1896 were larger than those in any preceding year in the decade. The largest item of the 1896 imports into Cuba from Spain was flour, 20,326,862 pesetas in value, and then, in order, shoes, 17,249,760 pesetas; sandals, 13,433,510 pesetas; firearms, 9,361,200 pesetas; wine, 7,347,045 pesetas; preserved food, 4,742,361 pesetas; oil, 3,316,218 pesetas; manufactures of flax and hemp, 3,700,087 pesetas; soap, 3,176,846 pesetas; wax and stearine, 2,095,622 pesetas; manufactures of wood, 2,257,840 pesetas; smoking paper, 1,885,231 pesetas; beans, 1,878,019 pesetas; rice, 1,494,849 pesetas; corn, 1,432,815 pesetas; onions and potatoes, 1,205,115 pesetas; pressed meats, 1,581,570 pesetas; soup pastes, 1,435,999 pesetas; saffron, 1,171,260 pesetas; packing paper, 1,420,235 pesetas; woolen blankets, 1,099,856 pesetas, no other articles passing the 1,000,000-peseta line.

The exports from Spain to Puerto Rico amounted in 1896 to 37,660,609 pesetas, in value, a larger sum than any other preceding year in the decade. The largest item was cotton manufactures, 12,439,767 pesetas; shoes, 5,380,740 pesetas; sandals, 3,601,380 pesetas; rice, 2,652,611 pesetas; soap, 1,255,814 pesetas; oil, 1,202,075 pesetas, no other item reaching 1,000,000 pesetas in value.

The imports of the United States into Cuba in 1897 were, according to our own official reports, $8,259,776, in 1896 $7,530,880, in 1895 $12,807,661, in 1894 $20,125,321, and in 1893, when they reached the maximum, $24,157,698, having been in 1892 $17,953,570, and in 1891 $12,224,888. The reciprocity treaty with Spain, made under the Tariff act of 1890, went into effect Sept. 1, 1891, and continued in force until Aug. 28, 1894, so that the business of the fiscal years 1892, 1893, and 1894 was transacted under that treaty with the exception of July and August of the fiscal year 1892.

The following table shows the total exports from the United States to Cuba during the past ten years:

| | | | |
|---|---|---|---|
| 1888 | $10,053,560 | 1893 | $24,157,698 |
| 1889 | 11,691,311 | 1894 | 20,125,321 |
| 1890 | 13,084,415 | 1895 | 12,807,661 |
| 1891 | 12,224,888 | 1896 | 7,530,880 |
| 1892 | 17,953,570 | 1897 | 8,259,776 |

The following table shows the leading articles exported to Cuba from the United States in 1893, the year of our greatest exports to that island, only the articles amounting to $100,000 in value or more being included:

| | | | |
|---|---|---|---|
| Lard | $4,023,917 | Wire | $321,120 |
| Flour | 2,821,557 | Cars, passenger, freight | 271,571 |
| Machinery | 2,792,050 | | |
| Hams | 761,082 | Saws and tools | 248,544 |
| Corn | 582,050 | Steam engines | 130,652 |
| Bacon | 556,747 | Agricult'l Implements | 130,341 |
| Potatoes | 554,153 | | |
| Beans, Pease | 392,962 | Cut nails | 107,002 |
| Railway bars, iron, steel | 327,411 | Boots, Shoes | 114,948 |

The exports from the United States to Puerto Rico in 1897 were $1,983,888, in 1896 they were $2,102,094, in 1892, $2,856,003. They were of about the same character as the exports to Cuba, wheat flour being the largest item, $516,188, in 1897, lard $228,051, bacon and hams $112,602, pickled pork $152,411, beans and peas $57,550, machinery $69,462, no other articles of export in 1897 reaching as much as $50,000 in value during the year.

### Drowned at Cold Spring Harbor.

COLD SPRING HARBOR, L. I., July 24.—Walter Brooks, a colored man, employed at the Casino here, was drowned this morning about 4 o'clock. He jumped from a float into water above his depth, though he could not swim. When he came up he called to a companion, who went to his aid, but reached him just too late. The body was recovered, and Coroner Rodman gave a permit for its removal.

### Child Drowned in the Harlem.

A number of children were at play on the east side of the Harlem River at One Hundred and Forty-seventh Street yesterday afternoon when one of their number, a girl ten years old, fell into the water and was drowned before help could reach her. The body was recovered later in the afternoon and taken to the Harlem Morgue by the police of the Thirty-third Precinct. At a late hour last night the child's body had not been identified.

### Drowned While Fishing.

ANGLESEA, N. J., July 24.—William L. Smith of Franklin Street, Philadelphia, was drowned here this afternoon. He and Joseph Cove, also of Philadelphia, were fishing in Grassy Sound. Smith fell overboard while trying to land a fish. His body has not been recovered.

### Drowned at Poughkeepsie.

POUGHKEEPSIE, N. Y., July 24.—Luther Coy and Granville Gulnac, aged sixteen and twenty, respectively, were drowned while bathing in Modena Lake this afternoon.

## YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

3:30 P. M.—2,282 First Avenue; Samuel Steigler; damage slight.

4:25 P. M.—413 East Eighteenth Street; John Schelner; damage, $5.

5:45 P. M.—188 Broome Street; Daniel Kentz; damage, $10.

9:55 P. M.—275 Delancey Street; Harry Hollenberg; damage, $15.

## LOSSES BY FIRE.

HYDE PARK, Mass., July 24.—The Brainerd Milling Machine Company of this town suffered a loss of $30,000 to its building and machinery by fire this afternoon, the rear of the main building being practically destroyed.

O'Neill's
Sixth Ave., 20th to 21st St.
Sale of Hammocks.
Rainy Fiber Hammocks, 14 ft. long, 55c.
Fine Woven Hammocks, with pillow and spreader, assorted colors, 89c.
Good Woven Hammocks, with pillow, spreader, and valance, $1.38.
Fine color Hammocks, pillow, spreader, and valance, large size, $1.55.
Extra large-size Hammocks, elegant colors, with pillow, spreader, and valance, $1.80.
H. O'NEILL & CO.

## MAY DIE FROM LOCKJAW.

### Bellevue Physicians Have What They Call a Rare Variety of Tetanus.

George McDonnell Hazlewood, twenty-four years old, a native of the West Indies, living at 267 West Fortieth Street, was removed to Bellevue Hospital last night by Dr. E. A. Rindquist of Roosevelt Hospital in an ambulance from the latter institution. The case he did not consider one for his hospital.

Drs. Baker and Armstrong of Bellevue declared the man to be suffering from acute tetanus or lockjaw, and pronounced his case one of a rare variety of tetanus. They placed the patient in Ward 16 and immediately gave him treatment. They think he has only a slight chance of recovery.

Hazlewood was able to tell how he became ill, and the manner of his injury is novel. He was a driver of a cart, and one day when the heel of his shoe became loose he acted as his own cobbler and fastened it in place with a long wire nail. This was insecurely and clumsily done, and when a few minutes later he had occasion to jump from his seat to the pavement the nail penetrated his heel to the bone. He drew it out, and, finding a seemingly trivial wound, paid little attention to it, and went on with his work.

The accident happened on Wednesday and Hazlewood worked the following day, Friday he became seriously ill, and by Saturday he had to take to his bed. Yesterday he was so ill that Roosevelt Hospital was called on to care for him. The Bellevue doctors are watching his case with considerable interest on account of several unusual symptoms it has developed.

## AT THE HOTELS.

ALBEMARLE—Judge R. S. Woodruff, Trenton.

ASTOR—Col. E. R. Kellogg, United States Army.

FIFTH AVENUE—Senator C. J. Faulkner, West Virginia; Lieut. Charles P. Faulkner, United States Army.

GRAND—J. R. Lindsay, United States Army; Lieut. Malin Craig, Sixth Cavalry, United States Army.

IMPERIAL—Lieut. Col. N. Senn, Surgeon, Fifth Army Corps, United States Army; W. H. McDonald and H. C. Barnabee of the Bostonians.

MARLBOROUGH—Capt. L. L. Bruff, West Point; E. L. West, United States Volunteers; Lieut. Arthur Cranston, United States Army.

NORMANDIE—Dr. B. R. Ward, United States Navy.

VENDOME—F. Lillian Wicks, London.

## ARRIVAL OF BUYERS.

### Representatives of Out-of-Town Firms Now in the City.

Abrahamson Brothers, Oakland, Cal.; H. Abrahamson, dry goods and notions; 43 Leonard Street; Hotel Cadillac.

Brown, Thompson & Co., Hartford, Conn.; W. L. Ledger, housefurnishing goods; 2 Walker Street; Hotel Manhattan.

Baer & Bros., Vicksburg, Miss.; L. Baer, notions and furnishing goods; Hotel Marlborough.

Blauvelt, C. F., Annapolis, Md., dry goods; Hotel Albert.

Courtney, Case & Gravelle Co., Butte City, Mon.; J. N. Gravelle, dress goods, silks and velvets; A. K. Erwin, dry goods; Hotel Imperial.

Connelly, W. A., Portsmouth, Ohio; notions and furnishing goods; Grand Hotel.

Carson, Pirie, Scott & Co., Chicago, Ill.; C. H. Mengle, dress goods; 115 Worth Street; Hoffman House.

Dreyfuss, Isaac, Pine Bluff, Ark., notions and furnishing goods; H. C. Dreyfuss, dry goods; 22 Howard Street; Hotel Metropole.

Donaldson, William, & Co., Minneapolis, Minn.; William Morrison, laces, embroideries, and kid gloves; 2 Walker Street; Stuart House.

Enneya, G., Freeport, Ill., notions; Hotel Albert.

Emporium and Golden Rule Bazaar, San Francisco, Cal.; J. Flanagan, notions; 108 Worth Street; Hotel Cadillac.

Emery, Bird, Thayer & Co., Kansas City, Mo.; George J. Carter, upholstery goods; 51 Leonard Street; Hotel Imperial.

Field, Marshall & Co., Chicago, Ill.; M. G. Siddall, dry goods; 104 Worth Street; Stuart House.

Farwell, J. V., Company, Chicago, Ill.; E. C. Harmon, notions, fancy and furnishing goods; 115 Worth Street; Westminster Hotel.

Galland Bros. & Kramer, Wilkesbarre, Penn.; M. Galland, piece goods; Hotel Imperial.

Jacobson, M., Mobile, Ala., clothing; Union Square Hotel.

Menken, J. S., Company, The, Memphis, Tenn.; D. M. Kahn, carpets and upholstery goods; 115 Worth Street; Hotel Vendome.

Mears & Hagen, Scranton, Penn.; W. S. Mears, dry goods and notions; Park Avenue Hotel.

Myers, John G., Albany, N. Y.; F. T. Christie, fancy goods and art novelties; 487 Broadway; Stuart House.

Model Clothing Company, Troy, N. Y.; W. Simon, clothing; Stuart House.

Menken, J. S., Company, The, Memphis, Tenn.; G. A. Robin, housefurnishing goods; 115 Worth Street; Hotel Albert.

Pettis Dry Goods Company, Indianapolis, Ind.; G. Loudon, hosiery and furnishing goods; 2 Walker Street; Hotel Cadillac.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.

Rothschild, A. M., & Co., Chicago, Ill.; E. M. Rosenthal, cloaks; J. M. Maier, clothing; Miss E. Livingstone, muslin underwear; 43 Leonard Street.

Rothschild, A. M., & Co., Chicago, Ill.; A. M. Rothschild, dry goods; 43 Leonard Street; Hoffman House.

Rosenfield, Kropff & Co., Chicago, Ill.; J. Rosenfield, furnishing goods; Hotel Metropole.

Sherer Brothers, Easton, Penn.; S. Sherer, hats and caps; Union Square Hotel.

Shillito, John Co., The, Cincinnati, Ohio; A. A. Davis, housefurnishing goods; 346 Broadway; Broadway Central Hotel.

Singer, M., & Co., Williamsport, Penn.; M. Singer, woolens; Broadway Central Hotel.

Shakman, L. A., Company, Milwaukee, Wis.; W. A. Shakman, woolens; Hoffman House.

Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.

Schmidt, J., Nacogdoches, Texas; dry goods and notions; Hotel Vendome.

Simon Brothers, Salt Lake City, Utah; L. Simon, notions, furnishing and fancy goods; 610 Broadway; Stuart House.

Tootle, Wheeler & Motter, St. Joseph, Mo.; R. C. Wheeler, carpets and upholstery goods; 333 Broadway; Hotel Marlborough.

Wyler, Ackerland & Co., Cincinnati, Ohio; L. Wyler, woolens; A. E. Wyler, tailors' trimmings; 49 Worth Street; Stuart House.

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OLD DEARBORN RYE
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8 Maiden Lane, N. Y.

# HAVANA'S POINT OF VIEW

## News of the War as It Is Gathered at the Blockaded Cuban Metropolis.

## THEATRES ARE ALL OPEN

### The People Have Become Accustomed to Seeing the American Blockading Ships and Are Enjoying Life—Insurgents Active.

From a Spanish Correspondent.

HAVANA, July 23.—After several days' continuous rainfall, the whole island is again experiencing the overpowering effects of the tropical sun, which enervates even the strongest persons and causes the spread of yellow fever, smallpox, dysentery, and other diseases common to the rainy season.

Havana's people have become accustomed to the effects of the American blockade, and are tired of watching the movements of the blockading fleet, which previously formed one of their chief distractions, and now the parks are again frequented by the inhabitants and the various places of amusement are filling up. At most of the theatres patriotic plays are presented, containing references to the war with the United States, the allusions to the conflict invariably calling forth applause from both men and women. At the Great Tacon Theatre the production of "La Dame aux Camellias" and "Margareta of Borgona" by a company whose leading lady is Señora Luisa Martinos Casado, a Cuban woman of great beauty, is drawing large audiences from the best classes of society.

The attendance of ladies at the churches, notably those of San Felipe and Santo Domingo, is very large, and many elegant and rich toilets are to be seen on Sundays on Obispo Street, exciting the admiration of strangers visiting the capital.

Gen. Parrado, the second in command in Cuba, recently gave a breakfast in honor of the Russian Army and Navy officers, Col. J. de Gilinsky and Lieut. Ponkeimoff, and the Swedish artillery Captain, George Bonds, who came to Cuba to join the Spanish Army for the purpose of studying the war. These officers attract great attention wherever they appear, owing to their height and their handsome uniforms and the many decorations they wear.

A report from Manzanillo, under date of July 21, said the Americans had landed troops near that place, and that it was believed it was their intention to attack the town simultaneously by land and sea. A telegram to Admiral Manterola, the naval commander at Havana, from the Port Commander at Manzanillo, also dated July 21, says the force landed by the Americans opened fire on the town on the night of the 20th inst., but that the American ships which made an attack on the 18th were not seen again. The Port Commander also reported that detachments of Spanish sailors were quartered near Manzanillo.

**Will Fight at Manzanillo.**

News was received on the morning of July 22, at general headquarters, that Manzanillo had not been attacked again, and that the Spanish troops were still at their posts and were filled with enthusiasm and a determination to repel any attack that might be made. All possible measures had been taken to render Manzanillo's defenses more effective.

At about 9 o'clock on the night of July 21 a ship was sighted off Havana with her lights burning. She was not fired upon, but when about two and a half miles off the port a searchlight was turned on her and she immediately withdrew, disappearing in the offing.

A band of insurgents recently went to the railroad bridge at Arroya Hondo, near Candelaria, in the Province of Pinar del Rio, and, despite the opposition of the garrison of the fort, placed a dynamite bomb under the bridge, exploding it and blowing up the structure.

The free kitchens for the poor established in Havana, the number of which is being steadily increased, feed thousands of destitute persons, and more than ever before are shown the charitable sentiments of a city whose generosity has always been proverbial. The commercial establishments of the city are continually making donations for this work, and the Government of Captain General Blanco has sanctioned the expenditure of large sums of money to relieve the prevailing distress.

The insurgents are reduced to the utmost in the Provinces of Santa Clara, Mantanzas, and Havana, where the railroad trains are moving as in normal times, and give very little proof of their existence. Official reports publish only accounts of unimportant skirmishing, except in Pinar del Rio Province, where the insurgents continue their savage tactics, blowing up passenger trains, as already cabled.

**What the Insurgents Are Doing.**

It is reported here that the insurgents, on the 18th inst., made an attack upon the Managuas Fort, Havana Province, and that after general firing lasting two hours the garrison drove the attacking force away, compelling them to retire with a loss of twenty killed or wounded. The insurgents carried their wounded with them when they retreated. The telephone line connecting Managuas with Havana was partly destroyed by the insurgents, but the garrison of the fort repaired the damage and re-established communication.

Advices from Isabela de Sagua, under date of July 21, report that on the previous day their appeared before Marillanos an American vessel, apparently a merchantman which had been converted into a warship. The pilot of the port set out in a small boat to make a reconnoissance, and five cannon shots were fired at his boat by the American. A gunboat which put out from the port to reconnoitre was also fired upon, but no damage was done. The stranger was a long distance off shore. During the night the Yankee ship turned her searchlights on the port.

In accordance with the determination of the inhabitants to defend Havana against the attacks of the American forces, the city has lately been converted into a Sebastopol and Malakoff. Great animation reigns in the city, and the most intense enthusiasm is displayed among the regular troops and the volunteers. Military exercises and drills are being held constantly. All the forces express a desire to measure arms with the invaders, and a determination to sell their lives dearly, if necessary, in defense of the honor of their country. Judging from the words and acts of the troops, it would be difficult to find soldiers more willing than those in Havana to suffer, and even to give their lives as if they were of no value when yielded in defense of their country.

To-morrow being the saint day of the Queen Regent of Spain, and Monday being the Sant Iago calendar day and Spain's and Cuba's patron saint's day, the batteries and warships will fire salutes, the public buildings will be decorated, and appropriate celebrations will be held.

There are before Havana to-day a cruiser and five gunboats.

### An Incident in Front of Santiago.

From The Santa Fé New Mexican.

The affection displayed by officers of the regular army for the men in their commands, whenever opportunity presents itself, is well illustrated in the case of Brig. Gen. Chambers McKibbin, now at Santiago. Something like eighteen years ago a flag pole was raised in the old garrison at Fort Marcy, the pole now standing in front of the old company quarters. Michael McCabe of this city was First Sergeant of Capt. McKibbin's company, then stationed at this post. McCabe was the proud father of a boy called Fred, born at the post. When the flag was raised Capt. McKibbin held the infant McCabe in his arms while the child pulled the cord which raised "Old Glory" afloat. The boy grew to man's estate here at Santa Fé, and when his country called enlisted in E Company of the "Rough Riders," and was a participant in all the heavy fighting around Santiago done by Roosevelt's regiment. By the merest chance he met Gen. McKibbin there, and the old officer displayed great feeling when he ascertained who young McCabe was and embraced him like a father. Such acts and such feelings make the American soldier what he is—the best and most intelligent fighter in the world.

### The Newfoundland.

From The Montreal (Quebec) Gazette.

The steamship Newfoundland has been taken while trying to run the United States blockade of Cuba. A good many who knew what the Newfoundland was up to looked for such a result. The pitcher that keeps going to the well must expect to crack on [illegible] some day.

## HARBOR DEFENSE MINES.

### Some of Them May Be Exploded for Safe Removal.

It was said at Whitestone last night that a number of the mines protecting the Sound entrance to New York Harbor will be removed to-day by exploding them. According to report, some of the mines to be exploded are contact mines, which have been damaged in one way or another while in the water, and are therefore dangerous to remove because of their liability to explode. Eight other mines, it is expected, will also have to blown up.

Brig. Gen. Wilson and staff are expected to arrive on the Government steamer Engineer at about 10 o'clock this morning, and soon afterward the work will begin. The first explosion will be on the Fort Schuyler side. Four big rafts, each made of oil casks and timbers, have been constructed and are now at Whitestone. These will be towed out to the proper position and anchored over the contact mines to be exploded. Upon each raft there will be a heavy charge of dynamite. When each raft is in proper position, Sergt. Edward Corrott, better known as "Sergeant Torpedo," will fire by battery the explosives. The explosion of each raft will drive it downward into the water, tilting the mines, and driving in the firing pins, and will thus set the mine off. The effect will be the same as if a vessel had struck the mine.

The Harbor Defense Board is expected to visit Willets Point to-morrow for tests with the big rifles. It is expected the harbor entrance at that point will be cleared within a week.

## THREW STONES AT THE CARS.

### Hannan Took the Second Avenue Trolley Cars for Spanish Transports.

The attention of Policeman Grinnan of the East One Hundred and Fourth Street Station was attracted by a crowd at Ninety-seventh Street and Second Avenue early yesterday morning. Approaching the crowd he saw a young man throwing stones at passing Second Avenue trolley cars. One of the car conductors, Charles Beasley, had received an ugly gash over the right eye as a result, and will probably lose the sight of the eye.

The young man was taken before Magistrate Mott in the Harlem Police Court, and said he was John Hannan, twenty years old, of 1,658 Third Avenue. He also said that he had just come from Santiago, and was a private in the First Indiana Volunteers, in addition to which he was the confidential adviser of Garcia, and a terror to Spaniards in general. He said that the yellow Second Avenue cars were Spanish transports, and that he felt it his duty to demolish them. Magistrate Mott sent him to Bellevue for examination as to his sanity.

## POLICEMAN LOFTUS INSANE.

### A Brooklyn Man Whose Head Was Turned by the War.

Policeman Edward Loftus, who was arrested on Saturday night outside the Greenpoint Police Station while singing patriotic songs and collecting money to aid the heroes of the Seventy-First Regiment and their female relatives, was yesterday removed to the Flatbush Insane Asylum to have his sanity passed upon.

Loftus had been on the Brooklyn police force for eight years, when on Thursday night he handed his shield to Capt. Reardon of the Greenpoint Station, saying that he had $1,000,000, which he was going to give to the soldiers' families. He lived with his wife and two children at 159 India Street. Since the war began he has spent considerable of his salary in aiding soldiers' families, and it is thought the war has turned his brain.

## WADE ORGANIZING HIS STAFF.

### Gen. Brooke's Successor at Camp Thomas Preparing for Work.

CHICKAMAUGA PARK, July 24.—Although Gen. James F. Wade assumed command at Camp Thomas yesterday as the successor of Gen. Brooke, he has not yet selected a location for his headquarters, and is debating whether he will locate on the site where Gen. Brooke had his headquarters, near Battlefield Station, or pitch his tent on Snodgrass Hill.

Gen. Wade's staff so far as made up is as follows: Major W. E. Almy, Adjutant General; Lieut. Col. Daniel D. Wheeler, Chief Quartermaster; Lieut. Col. John Van R. Hoff, Chief Surgeon; Lieut. Col. Charles H. Ribble, Judge Advocate; Capt. J. B. Foraker, Assistant Adjutant General; Lieut. Col. F. D. Baldwin, Inspector General; Lieut. Col. Squires, Chief Signal Officer; Capt. L. C. Griscom, Assistant Quartermaster and Aide de Camp; Capt. Jay Cooke, Third Commissary; Lieut. C. W. Reid, Aide de Camp, and Acting Ordnance Officer; Leut. J. P. Wade, Aide de Camp; Major Charles J. Allison, Engineer Officer.

### George W. Smalley's Complaints.

LONDON, July 25.—Mr. George W. Smalley, the New York correspondent of The Times, complains of the fitful and arbitrary methods of the censor in suppressing comments on past events and matter quite outside the rules of censorship. He complains also of criticisms upon himself and his methods.

## LIKE CLOCKWORK.

### So Worked the Gunners on the Oregon in the Fight.

The Somerville (Mass.) Journal prints a letter from Ensign Charles L. Hussey of the Oregon to Fred Ela Warren, his old New Hampshire schoolmate, now in The Journal office, in which he says:

"I volunteered for duty with the prize crew on board the Cristobal Colon. It was six hours of experiences we had there, transporting her crew, (prisoners of war,) tending her wounded, and burying her dead, and all the time trying to save the ship. But she continued to make water, and finally rolled over on her side. I had the satisfaction of running up the Stars and Stripes over her quarter deck before she went down. The Colon was a fine ship, and may be saved yet.

"I have been fortunate in getting special duty that has given me an insight into most of the operations. Of course our engagement of the 3d of July stands way ahead of anything since 1863. My own station in battle is on the upper deck—in fact, on the rail, where I have a battery of ten rapid-fire guns, six-pounders.

"During the engagement the Oregon fired 1,776 rounds—note the good historical number—several of my guns firing upward of 250 rounds, and the actual battle lasted only a little over an hour. The guns were so hot from the rapid fire that the water used in sponging them out boiled in the bore.

"Only three of the enemy's shot struck us, but they played a merry tune about our ears for the first half hour; then the enemy's fire weakened. One shell struck an eight-inch turret upon which I was standing, which was quite close enough. But it was those ricocheting over our heads that made us duck—a useless operation, as you know.

"After the first ten minutes our men at the guns were like clockwork; such steadiness I had never expected to see. In fact, it was the old story of quick loading and fine pointing. The Spaniards captured said that their men could not face such a shower of rapid-fire projectiles. Some even jumped overboard to save their lives.

"The question that is asked more than any other is, 'What are the feelings of being under fire?' We had had a half dozen bombardments to break us in, the one on July 2 being especially at close range, so when the fleet came out we were to a certain extent seasoned. From my position on the rail or on top of the turret I could see everything going on, but our own heavy guns made such a continuous roar, augmented by the crack! crack! of the rapid-fire guns, that it would be impossible to tell where a shell struck the ship unless a fragment came our way.

"We simply concentrated our mind on the nearest ship. She must be sunk. And then the daily drill that we have had for a year gets in motion, and it is like clockwork. Fortunately the clockwork has not had a toothed wheel knocked out yet. May it continue ever so! We are now hustling to get ready to go to Spain."

### Hits the Mark.

From The Montreal (Quebec) Gazette.

Kaiser Wilhelm is credited with saying that Spain deserves to lose her empire because she cannot shoot straight. The Emperor, it is plain, sometimes does shoot straight.

# WOUNDED ON THE RELIEF

## One Man Dies and Three Other Cases Are Considered Very Serious.

## USE OF THE X-RAY MACHINE

### Many Lives Believed to Have Been Saved by It—The Two Men of the Seventy-first Doing Well.

The Relief was released from quarantine yesterday afternoon at 5 o'clock. She did not, however, come up to the city, as was expected, Surgeon General Sternberg having issued an order to Major Torney instructing him to have the vessel remain where it was then anchored until further advice.

Shortly after 4 o'clock Health Officer Doty, accompanied by a delegation from the Woman's Auxiliary Relief Association, bearing delicacies for the wounded, and also by Mrs. Gilman, wife of Capt. Benjamin H. Gilman of the Thirteenth Infantry, who had been charged by her husband to look after the men on the Thirteenth, boarded the tug Governor Flower, and steamed up to the Relief.

Two hours later the party returned, bringing with them Lieut. Col. Edgar R. Kellogg of the Tenth Infantry, and Lieut. Alexander S. Dade of the Third Cavalry, both of whom were convalescent. Col. Kellogg was received by a number of friends, who had gathered to meet him, and Lieut. Dade was met by his wife and mother. Information was then given out that the ship was released, and permission to go aboard her was extended. Mrs. Louise H. McClelland of 4 West Forty-seventh Street, the mother of Private Donald C. McClelland of Company E, Seventy-first New York, immediately hired a skiff, and was rowed over to see her son. With the exception of several newspaper men, she was the only person who took advantage of the opportunity to visit the vessel.

**A Cavalryman Dies.**

Charles Robertson, a colored man, of Troop F, Tenth Cavalry, breathed his last yesterday afternoon, and preparations for his burial were making last night. Robertson had been shot in the spine, and from the first, the surgeons pronounced his wound a mortal one.

The remaining patients, with three exceptions, are doing well, and will probably recover. Of these three, one, that of Corp. George F. Reardon, Company E, Sixteenth Infantry, is deemed necessarily fatal. A bullet penetrated his stomach and went straight through to his spine, breaking it. Reardon is reputed to be one of the most daring men in the army. He was one of the greatest athletes among all the wearers of the blue, having established and held many field and track records. He is now a pitiable wreck. His arms and legs are like pipestems, and he is constantly delirious. His death is expected momentarily.

One of the most pathetic cases on board is that of Private Charles A. Fouch of Company A, Second Infantry. A shell exploded on the ground just before him, and blew sand into his eyes with such force as to render him sightless. Fouch's nerves are shattered.

Another seriously injured man is Private James Scanlon, Troop K, Third Cavalry. A piece of shell struck him in the right side and perforated both lungs. Scanlon's home address is 19 Olive Place, Brooklyn.

Neither of the two Seventy-first boys is in danger of death from his wounds. McClelland, who is said to have been the first man struck in the Seventy-first, is shot through the knee, which wound will not, at the worst, do more than cause a limp in his walk. He received the bullet from a Spanish sharpshooter when the regiment was being held in reserve at the foot of San Juan Hill. As he was being carried to the rear the Seventy-first was ordered to charge, and McClelland's litter bearers carried him to a little knoll, from which he was enabled to view the rest of the battle. He says the officers of the Seventy-first were in front, cheering and waving their swords, all the while, and that not a man of the command flinched.

**Corp. Carlisle's Wound.**

Corporal Louis W. Carlisle of Company H is the other wounded Seventy-first man. He is much worse off than McClelland, a bullet having struck his spine and caused paralysis of the left leg. However, his life is not thought to be in any jeopardy. Carlisle says he did not feel the bullet when it hit him. His first intimation that he was wounded was the giving away of his leg. He remained where he fell and saw the rest of the battle. The bravery of the Seventy-first, he declares, was magnificent.

An interesting patient is Private Stephen H. Rollins of Company E, Tenth Infantry. Rollins has been in the army twenty-four years. He has served in every Indian war during that period, and was wounded in each campaign. His present hurt was received in the fight on July 3. It consists of a bullet hole through both lungs. Rollins was sitting on the deck yesterday afternoon and telling the youngsters gathered around him that they had tackled a better lot of fighters than Indians ever were.

**Relief a Model Ship.**

The Relief, which was formerly the John Englis, is a perfectly equipped hospital ship. The difference between it and the Seneca is as wide as the poles. On this vessel everything is white and immaculate. All that science could suggest and wealth supply have been furnished it by the Government. There is aboard an ice machine capable of producing two tons of ice a day, with a cold-storage room in connection, a disinfector, large enough to hold three beds at one time, a sterilizing plant, a steam laundry and dryer, a distilling apparatus of 3,000 gallons' capacity, 1,600 siphon bottles, and a carbonator for charging them, an X ray apparatus, surgical instruments of every imaginable kind, and even green shades for the incandescent lights. There are thirteen male nurses, six female nurses, and a hospital corps twenty-nine strong. The boat is divided into five wards, having an estimated aggregate capacity of 400. Two of these wards are on the upper deck, two on the main deck, and one below. They are all fitted with iron beds, not bunks, each bed holding two patients, one above the other, and an abundance of the purest, whitest linen.

The ice plant furnishes more ice than is required, and the distilling apparatus and carbonator gives every soul aboard soda water to drink, with plenty to spare. Indeed, when the Relief lay off Siboney, much ice and water was sent ashore by her.

The X-ray machine, says Dr. W. M. Gray, who is in charge of it, saved many lives. Seventy-five photographs were taken on the way up. Nearly every one of them showed bullets located in such places as never would have been found by a probe.

A case in point is that of Private Charles Read, Company A, Tenth Infantry. When he was examined his injuries proved to be a hole in his right arm and a broken left forearm. The latter wound could not be accounted for until the man was photographed. The negative showed that the bullet had run up the right arm, crossed the chest, and run down the left arm, breaking the bone and lodging there. It was easily removed when located.

**Private Taylor's Wound.**

Private Charles R. Taylor, Company G, Tenth Infantry, received a bullet in the left breast. It ranged downward, coming out through the abdomen, then went into the thigh, ran down the leg, and lodged in the kneecap.

Private Ralph B. Bartman of Company K, Second Massachusetts, received a bullet in his kneecap. A probe could not find where it went. The X rays located it in his ankle. And so on the list continues throughout.

In the operating room three and four operations a day were performed. Thirteen of these were major operations. Several arms and legs were amputated, and two or three trephining cases done.

Every man of the wounded has an interesting story to tell. Private "Cherokee Bill" Davis of Troop E, Rough Riders, whose leg was broken by a bullet that had already killed a man on his left, witnessed the deaths of Capt. Capron and Hamilton Fish. He says that Capron received two wounds. One was a flesh wound in the side, which a surgeon dressed. The other was in the lungs, which was not discovered until later. Davis himself found this in removing Capron's coat. The second bullet killed Capron.

Nat Hoharan, the Relief's electrician, who is called "The Comedian" by the wounded men, tells about how he found Chaplain Van De Water in dire need of clothes, and how he fitted him out. The Chaplain, he says, begged him for something to wear, and he gave him a suit of pink pajamas. They were two sizes too small, and because of that and their color formed the most striking uniform in the army.

The Hospital Corps gave a concert to the wounded Saturday night, and "Comedian" Hoharan did a song and dance turn.

The vessel, it is expected, will come up to the city to-day.

## THE WOUNDED AT HOSPITALS.

### Conditions of Men at Fort Hamilton, Fort Wadsworth, and the Marine Hospital.

Many sick and wounded brought from Siboney by the Seneca were carried to the Fort Hamilton Hospital Saturday night for medical aid. They are resting quietly, but many have malarial fever. New cots have been provided for them, and Assistant Surgeon Rafferty, who is in charge, expects to prevent the spread of the disease. Hospital Steward Erc and his staff are ill with malaria, and typhoid it is feared is rapidly developing.

The majority of the soldiers are suffering from gunshot wounds. Private Kaiser of Company H, Second Infantry, is shot in the mouth and has typhoid. M. Robinson of Company B, Twenty-fourth Infantry, is wounded in the back, and his condition is serious. Corp. Smith, Company A, Seventh Infantry, is wounded in the left arm and chest. Lieut. O. W. Holl, First Volunteer, class of '97, West Point, and Capt. John Burger, Assistant Adjutant General, have typhoid fever.

The men are all very poorly dressed. Their clothes are in rags. Lieut. Col. Ramsey, Commander of the Port, is arranging to clothe them. There are many Massachusetts men with no funds desirous of going home and yesterday collections were taken from callers for their aid. Miss Mary A. Gelsten, Shore Road and Third Avenue, called yesterday with food and clothing for the men.

The 100 wounded at the Marine Hospital are doing well, with the exception of Private O'Healy of Company A, Twenty-first Infantry, who is suffering from a bullet wound in the hip. The doctors have not been able to locate the bullet, and will probably employ the X rays. The remaining men had many callers during yesterday. They were allowed the liberty of the grounds, and many of them were permitted to go outside and take rides on the trolley cars. After to-day restrictions will be placed upon visitors, and they will be allowed only at certain hours.

Lieut. William W. Fiscus of the Second Infantry, one of the wounded at Fort Wadsworth is dying. No hopes of his recovery are entertained. He came north on the Olivette with five other commissioned officers. He suffered from fever. He rallied at times, but has been sinking gradually. The other men are improving. The family of Lieut. Fiscus is at his bedside. His father is William W. Fiscus, formerly Sheriff of Armstrong County, Penn., and his sister is Blanche Fiscus, M. D., of Philadelphia.

## THE SENECA AFFAIR.

### Miss Jennings Makes a Statement Declaring the Responsibility Was at Siboney.

Miss Janet Jennings, the nurse who won the thanks and everlasting gratitude of the wounded soldiers on board the transport Seneca, made a statement last night concerning the Seneca. She said that she did it not as a Red Cross nurse, but merely as an individual.

"The responsibility for the condition of the Seneca as a hospital ship," she said, "is at Siboney. The Seneca was not inspected. This is a grave assertion, but I repeat it. The Seneca was not inspected. The sick and wounded were placed on board by orders of the Surgeons. They could not have gone on board by any other authority. Wounded men were from the Relief, the most perfectly appointed and thoroughly equipped hospital ship in the world. These wounded men were sent from the Relief to the Seneca for transportation to the United States without a stitch of clothing except the night shirts they had on. They had nothing else to put on from the time they left the Relief for almost nine days—for they were two days on the Seneca before she sailed—until we reached New York, when they could not be taken off the ship until Dr. Doty brought out clean clothes for them. The supplies for them sent over from the Relief were some bandages, some quinine, and one case of beef tea. That was all.

**Only Army Rations.**

"There was absolutely no other food provided for the wounded excepting the regular army rations, which few of them could eat. They had not a knife, fork, spoon, plate, cup—nothing for use at meals. I do not know whether the surgeons who sent these wounded soldiers on board the Seneca expected them to eat off the floor, with their fingers serving as knives, forks, and spoons or not. I simply state the fact that no provision whatever was made for them. I appreciate the situation. I should say that it was perfectly well understood that the ship was not to serve these men. They were to have their own mess, and convalescents were expected to take care of them, though not an order had been given, or detail made, which would insure either the preparation of food or care of the men. This was serious enough, but not so serious as the lack of medicines and surgical instruments.

"The two young Surgeons sent on board to take charge of the sick and wounded were not supplied with either medicines or instruments. And yet some of these wounded men needed surgical treatment when they came on board the Seneca. One, a soldier in the regular army, shot in the body, suffered intensely and had difficulty in breathing. Much of the time this soldier could not lie down. I made a pad, or cushion, for his side, where the pain seemed most severe. I saw him yesterday at Bellevue. He looked quite like a new man—so much improved—though but three days in this hospital. 'Oh, I am so much better,' he said, with a bright smile. 'I can breathe now. The doctors have pumped that bad stuff out of my wound.'

"Who is to answer for what seems to have been the greatest negligence, if not, in fact, criminal indifference? It cannot be said there was no time to get instruments and medicines from the Relief. These men were on the Seneca two days before she sailed. The young Surgeons with Dr. Bird and Dr. Hicks told me they had asked for a case of instruments. Dr. Hicks said he was told 'the Relief had none to spare.' Then the Relief should have kept the wounded men on board, where there were decent quarters for them and surgical instruments at hand. The Relief carries 360 beds, 760 folding cots, and 620 extra mattresses. While at Siboney the Relief received 265 sick and wounded. She has just arrived in New York with 125 persons on board, leaving over half her beds unoccupied.

**Her Pertinent Question.**

"Why were the wounded put on board the Seneca under such wretched conditions when there was ample room for them on the Relief and everything at hand to make them comfortable?

"The Relief has an ice plant, but there was not a pound of ice sent to the Seneca for these wounded men from the Relief. All the ice we had we obtained from the Red Cross ship State of Texas the night before we sailed, which lasted only two days; then we had none until we reached Fort Monroe. I also went over to the Red Cross ship early in the morning, making a hurried trip while the Seneca was getting ready to take up her anchor, and got the knives, forks, spoons, cups, and plates—all we had to use—malted milk, oatmeal, jellies, towels, and whatever could be quickly got together and thrown into a big sack. The last thing was a bundle of unbleached cotton cloth that Miss Barton threw into the sack, saying that it might be of some use. It was. I cut it up into pocket handkerchiefs for the men.

"The Relief could well have kept these wounded men on board, with more than half her beds unoccupied. On the Seneca many of them were on mattresses on the floor. Others were in a worse place—the 'cattle pen.' This was on the lower deck, where the wooden bunks were put up for the troops to sleep in when the transport sailed from Tampa. It was hard enough for well men to merely sleep in the 'cattle pen,' but it was only at night, and they were on deck during the day. On the Seneca the helpless sick and wounded were put in this 'cattle pen.' There were the noise of the machinery and the odors of everything down there.

"That there were no deaths on board the Seneca is something to rejoice over, and yet the surprising part of the incident. I think God Himself must have been with us—if the Government was not. I understand the Surgeon General has asked for an investigation. He is right. There should be an investigation—a thorough one."

**Olivette to Sail To-morrow.**

The ship Olivette will leave here to-morrow for Santiago with a load of supplies. The vessel will also take twenty acting assistant surgeons to serve in the hospital at Siboney. Six surgeons reported to Col. Justus M. Brown, Deputy Surgeon General of the army, yesterday, at the Army Building. They are E. F. Geddings, Charleston, S. C.; Solomon F. Green, Warrenton, N. C.; James S. Kennedy, Chambersburg, Penn.; Charles H. Fischer and A. M. Brown, Washington.

## LIEUT. COL. EGBERT DEPARTS.

### Wounded Officer Is Allowed to Leave Bellevue for His Home in Kentucky.

Lieut. Col. Henry C. Egbert of the Sixth Infantry, who arrived here last week on the Seneca, obtained permission yesterday from Surgeon Gen. Sternberg to leave Bellevue Hospital, where he has been for several days, and go to his home at Fort Thomas, Ky., just over the river from Cincinnati. Lieut. Col. Egbert was shot through the body at Santiago, the Mauser bullet completely piercing his chest, entering at the left breast and making its exit under his shoulder blade.

To the terrific velocity of the bullet, and its getting through him so quickly, the Lieutenant Colonel owes his life. He grew rapidly stronger since coming to Bellevue, and several times asked Adjt. Gen. Corbin to plead with the Surgeon General for permission to go to his home at Fort Thomas, where his wife and five children anxiously await him. The War Department asked Superintendent O'Rourke to ascertain the exact truth as to the injured man's condition, as it was feared that in his anxiety to get home the patient might overestimate his strength.

Superintendent O'Rourke had several doctors make a careful examination, and he wired Surgeon Gen. Sternberg that the doctors believed Lieut. Col. Egbert could make the trip with safety. The coveted permission to go home was then given.

Before leaving the ward the veteran—Lieut. Col. Egbert is sixty years old—went to each cot and said good-bye to "my boy's", as he affectionately called them. To each he spoke a word of good cheer, and expressed the hope that they, too, would soon be in a condition to go home. The men felt his kindness very much, and many sobbed as they said farewell. Ever since their arrival at the Sturgis Pavilion in Bellevue, Lieut. Col. Egbert was the life of the party. As soon as he could get about he took great pleasure in going from man to man with his words of cheer. He thanked the doctors, the nurses, Superintendent O'Rourke, and every one around the institution that he could reach, assuring them all that their kindness to him and his men would never be forgotten.

As the cab which took him to the 2:13 P. M. Pennsylvania train for Cincinnati arrived at the hospital, a large crowd gathered to see the wounded soldier off. An old veteran, wearing the bronze button of the Grand Army of the Republic, took a small flag and fastened it to the vehicle. As the Lieutenant Colonel came out, assisted by several of the nurses, the veteran stood at attention and gravely saluted, just as he would thirty years before. Then, his enthusiasm getting the better of him, he pulled off his cap, waved it in the air, and called for "three cheers for Lieut. Col. Egbert and the Stars and Stripes, God bless 'em."

The cheers were given again as the cab drove down First Avenue. Lieut. Col. Egbert's face could be seen as he leaned toward the window, smiling his acknowledgments to the crowd.

The boys who were left were visibly depressed by the departure of their friend, but all hoped he would arrive home safe and sound.

## A PYTHIAN HOSPITAL.

### Chattanooga Knights to Care for Members at Chickamauga.

CHATTANOOGA, Tenn., July 24.—The Knights of Pythias lodges of this city have joined in a movement to establish a hospital in this city for the care of the sick members of the order who are in the volunteer army at Chickamauga Park. A joint committee has been appointed to lease a commodious building and provide competent nurses. The hospital will be opened this week. It is the purpose to receive all soldier Pythians who are sick, those who are able to pay a reasonable fee, and those who are not able to be cared for free of charge.

Several physicians of the city, members of the order, have offered their professional services. The Supreme Lodge will be asked at its meeting in Indianapolis next month to make an appropriation for the hospital. Pythians in all parts of the country are required to contribute. Contributions may be sent to Dr. E. B. Wise, Chattanooga, representative of the Supreme Lodge from Tennessee.

### Sick Taken from Leiter Hospital.

CHICKAMAUGA PARK, July 24.—One hundred and sixty-two patients belonging to the volunteer army were removed to-day from Leiter Hospital at this place to a special train and taken to McPherson Barracks Hospital at Atlanta. Owing to the limited supply of surgeons and medical assistants at this point it has been deemed best to send those of the sick who have so far recovered as to be able to be safely moved to other points where they can be cared for and at the same time make room in the Leiter Hospital for the sick who are now in the division and regimental field hospitals.

### Sick and Wounded from Santiago.

SANTIAGO DE CUBA, July 23.—The United States transport Santiago left this morning for Newport News with sick and wounded.

## NO YELLOW FEVER AT TAMPA.

### Has Not Been a Case There This Summer, Dr. Brunner Says.

TAMPA, July 24.—Capt. J. E. Brady, Jr., of the Signal Corps, acting as Government censor, this afternoon issued the following statement:

"Complying with requests from people throughout the country for information as to the reported prevalence of yellow fever in this locality, I have interviewed Dr. D. F. Brunner, lately of the United States Marine Hospital Service at Havana, one of the foremost experts on yellow fever, and am assured by him that there is not now and has not been at any time during the Summer a single case of yellow fever at Tampa or in the vicinity.

"Dr. Brunner assures me also that the conditions are no more propitious for an outbreak of yellow fever this Summer than they have been since 1884, when Tampa had an experience of the fever."

WASHINGTON, July 24.—Owing to persistent reports that there was yellow fever at Tampa, notwithstanding denials by the Florida State officials, Dr. Brunner, the yellow fever specialist, who represented the Marine Hospital Service at Havana until the outbreak of the war, was directed to make an investigation. He reports that after a close inspection of Tampa it can be stated there is not a case of yellow fever there.

## SULTAN AND KAISER.

### Elaborate Preparations to Accommodate the Consecrated Person En Route to Palestine.

From The London Mail.

CONSTANTINOPLE, July 6.—The preparations at Yildis for the reception of the Emperor William are being actively pushed forward.

The stone pavilion in the palace park, near the Chalet Kiosque, which served as the Emperor's residence at his Majesty's first visit has cost £T30,000 to build, and arrangements are now being made for furnishing it. A local upholsterer has contracted for £T4,000 to supply the furniture required for one single room. The imperial visit will cost the Government £T200,000—an enormous sum in the present impoverished condition of the Treasury—besides presents and a liberal granting of concessions to German subjects.

The embellishment of the town will entail an outlay of £T70,000; £T40,000 will be spent for repairing the Galata Bridge, and a further sum will be required for serving out new uniforms to the 15,000 men who will be held under arms in Palestine during the Emperor's visit.

William II. and his suite of seventy persons will not stay in Constantinople more than five days. The Germans are looking forward with jubilation to the visit of their monarch and the benefits they expect to reap from it, while applicants for concessions of other nationalities are doing their best to secure before the Emperor's arrival all that they can, knowing full well that there will be not a morsel of anything left for them after the Germans have been satisfied.

# THE CENTRAL LABOR UNION

## Delegates Voted to Send $25 to the Washington Knights to Defend Their Suit.

## THE HOE STRIKE DISCUSSED

### A Delegate Denied the Men Could Make More Money by Piece Work than by Weekly Wages—Judge Gummere Condemned.

The appeal of District Assembly 66, Knights of Labor, of Washington, to labor organizations for funds to defend certain Knights who have been indicted for conspiracy in the District of Columbia, as published in THE NEW YORK TIMES of yesterday, reached the Central Labor Union at its meeting yesterday. The General Executive Board of the Knights had refused to indorse the appeal.

When the appeal was read, Delegate McCabe of the Goldbeaters said:

"This appeal is a very serious matter, and the indictments interest us here just as much as they do the Knights of Labor in Washington. The law under which they have been indicted is a most tyrannical one, and the employers have determined to make a test case. Should the men be convicted of conspiracy for boycotting the Washington manufacturer there will not be a single State in the country where trades unions will be safe in defending themselves against unfair and oppressive employers, for the law is a Federal one. It strikes directly at labor."

Chairman William J. O'Brien remarked that the Central Labor Union had very little money to spare, as it had already spent a great deal of money.

"What, have we no funds left?" asked Delegate Johnson of the Manhattan Musicians.

"Very little," replied the Chairman.

A motion was made to send the Washington Knight $25, and another delegate moved to make it $10, and to send a committee to the constituent unions to raise more.

"It will cost more than $25 to pay the committee to raise the additional $15" remarked a delegate. It was decided to send $25.

Delegate George H. Warner of the machinists reported on the strike in the shops of the Hoe Press Manufacturing Company. He denied that the men could make more money under the piece-work system than by weekly wages of $2.50 per day.

"If a man worked very hard he might make 15 per cent. more by piece work than what his weekly wages would be," added Delegate Warner.

He went on to say that 123 apprentices in the shops had voted to strike and had gone out. The striking machinists, however, Delegate Warner said, had not influenced the apprentices, as has been charged, but had remained at home.

Delegate Hawkesworth of the Amalgamated Engineers said that the engineers in the Hoe shops had also gone out.

Delegate McCabe moved to condemn the action and words of Judge Gummere in the trial of the case of the suit for damages for the killing of the Graham child by a trolley car in Jersey City.

"I wonder if that Judge has any children!" remarked McCabe. "Perhaps he never had any, and perhaps it is so long since he was a child himself."

"Perhaps he thinks that he was not worth $1 when he was a kid," remarked another delegate.

The meeting then formally denounced Judge Gummere's action.

## NEW LABOR ASSOCIATION.

### Metropolitan Street Railway Employes Have a Benevolent Order.

The employes of the Metropolitan Street Railway Company have recently completed the organization of what is called the Metropolitan Street Railway Association. It has protective and benevolent features and has been formed with the approval and encouragement of the company, so that the men may have a fund to provide benefits for those who may become incapacitated by sickness or any other cause.

The applicant is required to sign an agreement to the effect that when his application is approved by the Secretary of the association, that document will be a contract between himself and the association and the Metropolitan Street Railway Company. The terms of the application and the provision of the constitution and by-laws of the association will during his membership be a part of the conditions of his employment by the company. The initiation fee is $1 and the dues are 50 cents per month.

## THE EFFORT TO SAVE THE COLON.

### One of the Oregon's Company Tells of the Boarding Party's Attempt.

The Colorado Springs (Col.) Gazette prints a letter from Harry Morrison, who is on the Oregon, to his father, Dr. Morrison of Colorado Springs, in the course of which he says:

"Schley signals from the Brooklyn, 'Congratulations for the grand victory. Thanks for your splendid assistance.' A boat from the Brooklyn goes over to the Colon to receive surrendered, while all our guns are trained on her at about 400 yards. Treachery means death. Then a prize crew is sent aboard. I am fortunate to be one of them. We go armed with revolvers, and as soon as we get aboard rush for the engine room, only to find they have scuttled her. Sixteen flood cocks are pouring water in her. We immediately close all water-tight doors and hatches. I myself closed twelve compartments that I know will not leak. We boarded her at 4:30, and until 9 P. M. we worked on her. The tide came in, and she floated. Her bow came clear and her stern swung to the beach.

"The New York, which had arrived with the Vixen, Texas, and Resolute, pushed her on the beach, but she slowly careened over, and at 9:30 we had to leave her. In the morning at daybreak she was on her side. I have no doubt she will be raised. She is the most splendid ship I ever saw; only in their haste to send her to fight us they neglected to put her eleven-inch guns in their barbettes. A ship without guns!

"Her battery of twelve 6-inch and numerous 4.7-inch rapid-firers are still there, as they are on all the ships. She is in perfect condition, the shells that hit her not doing any real damage.

"All the breech plugs of the secondary battery were thrown overboard by the Spaniards, and the mechanism of the large guns was damaged as much as possible with hammers. They can easily be repaired. The ship was strewn with débris. They threw overboard everything possible, including the breech bolts of all rifles they hadn't time to carry on deck, scientific instruments, everything possible. Of course we stopped them when we got there, but they had done lots of damage.

"On the morning of the Fourth, seeing there was nothing we could do, we rejoined the squadron off Santiago. Passed three dead men—one an officer—on our way. Found a big Austrian battleship near entrance, and two English cruisers there, too. All refused permission to enter. I understand the Englishmen have been watching and following the Austrian for four months. We are sure he meant no good, and privately we advise him to hunt his spot on the beach where he can join his Spanish cousins."

### The Kaiser's Dramatic Tastes.

From The London Chronicle.

The Kaiser's projects for making the national stage an instrument of government are not altogether to the taste of his subjects. The idealism of Wilhelm II. is not the idealism of Goethe, Schiller, and Lessing. He is, of course, patriotic enough to admire from afar the products of those giant minds, but he seldom cares to witness one of their dramas. The first he regards as too Olympian, the second as too revolutionary, the third as too caustic for his purposes. For Ibsen, Hauptmann, Fulda, and Sudermann he entertains profound distrust. He dislikes also the French problem plays, especially when they turn on questionable topics, and he would not let Réjane play "Le Demi Monde" in Berlin. The subjects that really appeal to him are those dealing with the exploits of the Hohenzollerns or the humors of the barrack room, which do not make for the highest form of dramatic art.

The Meriden Co.
SILVERSMITHS,
208 Fifth Avenue,
MADISON SQUARE.

## THE POPE'S HEALTH.

### The Prisoner of the Vatican Is Debarred from the Remedy He Needs.

From The Pall Mall Gazette.

It was a wag who said the denial of a report proved its truth. It will be denied, but it is true, that the health of Leo XIII. is far from satisfactory, and causes much anxiety to those about him. Three weeks ago his Holiness was slightly indisposed. With the warm weather his malady has increased; his weakness has become more pronounced. It is said this is largely due to the fact that he cannot take his medicine. So to-day he is frailer, more phantom-like, more bowed. Life seems to be hanging by the thinnest thread.

The Pope himself has no illusions about the state of his health. He clearly realizes that he has probably arrived at the end of his long life. From his intimates he does not conceal this feeling of approaching dissolution. To his nephew, Count Camillo Pecci; to his body physician, Prof. Lapponi, and his private chaplain, Mgr. Marzolini, he has frequently of late uttered some such remark as this: "This year the heat is too much for me!"

What would really prolong the life of the aged Pontiff would probably be a change of air, say to his native Carpineto, on the top of the Lepini Mountains. He spent his early days on these mountains in boyish sports and in building up his wonderful constitution. He has not revisited his native clime for forty-one years, and he cannot now. If he did, what would become of the legend of the "imprisoned Pope"? This year he has even been prevented from enjoying what he calls his villeggiatura in the Vatican gardens. He was wont in other years to spend the heat of the day in the tower of Leo IV., transformed into a delightfully cool residence, and would return at sundown to the Vatican.

One marvelous fact remains. Notwithstanding his enfeebled condition of body and his eighty-nine years, his mind remains that of a young man. This very circumstance, may be, contributed to his illness. Several questions in which he is very keenly interested have gone away from the point of view of his Holiness; and this has had a disquieting influence. Among these "worries" may be mentioned the fall of the Méline Cabinet, the coming into power of the Radicals in France, which is a check to Vatican policy, and the impossibility of avoiding the Hispano-American conflict and its disastrous results to Spain. He seems weighed down with sadness. On the receipt of the news of the annihilation of Cervera's squadron he exclaimed, raising his trembling hands to Heaven: "Oh! how differently the century and my pontificate is ending from what I had hoped!"

## SHIPPING AND FOREIGN MAILS.

### Miniature Almanac This Day.

| A. M. | | P. M. | | P. M. | |
|---|---|---|---|---|---|
| Sun rises | 4:50 | Sun sets | 7:22 | Moon sets | 10:23 |

### High Water This Day.

| | S. Hook | Gov. Isl'd | H. Gate |
|---|---|---|---|
| A. M. | 11:52 | | |
| P. M. | | 12:03 | 1:52 |

### Outgoing Steamships.

| | Mails Close. | Vessels Sail. |
|---|---|---|
| TO-DAY, (MONDAY,) JULY 25. | | |
| Polycarp, Para | 1:00 P. M. | 3:00 P. M. |
| TUESDAY, JULY 26. | | |
| Carib, Charleston | ........ | 3:00 P. M. |
| Excelsior, New Orleans | | 3:00 P. M. |
| Saginaw, Inagua, &c. | 1:00 P. M. | 3:00 P. M. |
| Trave, Bremen | 8:00 A. M. | 10:00 A. M. |
| WEDNESDAY, JULY 27. | | |
| Cymric, Queenstown, and Liverpool | 9:00 A. M.<br>*10:30 A. M. | 12:00 M. |
| Portia, Newfoundland | 12:00 M. | 2:00 P. M. |
| THURSDAY, JULY 28. | | |
| Allianca, Colon | 12:00 M.<br>*1:00 P. M. | 2:00 P. M. |
| Ardanhu, Jamaica | 2:00 P. M. | 4:00 P. M. |
| Fuerst Bismarck, Bremen | 6:00 A. M. | 9:00 A. M. |
| Orinoco, Bermuda | 1:00 P. M.<br>*1:30 P. M. | 3:00 P. M. |
| FRIDAY, JULY 29. | | |
| Linda, La Plata | 12:00 M. | 2:00 P. M. |
| SATURDAY, JULY 30. | | |
| A. Dumois, Haiti | 10:00 A. M.<br>*10:30 A. M. | 12:00 M. |
| Alleghany, Fortune Island, &c. | 10:00 A. M.<br>*10:30 A. M. | 12:00 M. |
| Aurania, Queenstown and Liverpool | 9:00 A. M.<br>*10:30 A. M. | 12:00 M. |
| British Prince, Pernambuco, &c. | 11:00 A. M. | 1:00 P. M. |
| La Gascogne, Havre | 7:00 A. M. | 10:00 A. M. |
| Madiana, St. Thomas, &c. | 9:30 A. M.<br>*10:00 A. M. | 12:00 M. |
| Werkendam, Rotterdam | 8:00 A. M. | 10:00 A. M. |

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

### TRANSPACIFIC MAILS.

Mails for the Society Islands, per ship City of Papeti, (from San Francisco,) close here daily up to July 25 at 6:30 P. M. Mails for China and Japan, (specially addressed only,) per steamship Empress of India, (from Vancouver,) close here daily up to July §25 at 6:30 P. M. Mails for China, Japan, and Hawaii, per steamship Aztec, (from San Francisco,) close here daily up to July 29 at 6:30 P. M. Mails for China and Japan, per steamship Tacoma, (from Tacoma,) close here daily up to Aug. §4 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

### Incoming Steamships.

TO-DAY, (MONDAY,) JULY 25.

Europe, London, July 13.
Karamania, Gibraltar, July 11.
Therese Heyman, Dunkirk, July 10.

TUESDAY, JULY 26.

Britannia, Gibraltar, July 13.
British Queen, Antwerp, July 13.
Masconomo, Sunderland, July 12.
Southwark, Antwerp, July 16.
State of Nebraska, Glasgow, July 15.
Werkendam, Amsterdam, July 14.

WEDNESDAY, JULY 27.

Brooklyn City, Swansea, July 12.
Hannah M. Bell, Gibraltar, July 13.
Pisa, Gibraltar, July 11.
Teutonic, Queenstown, July 21.

THURSDAY, JULY 28.

Barbarossa, Bremen, July 16.
Critic, Dundee, July 14.
Island, Christiania, July 15.
Pennsylvania, Hamburg, July 17.
Saale, Southampton, July 20.

FRIDAY, JULY 29.

Aquileja, Gibraltar, July 15.
Archter, Hamburg, July 15.

SATURDAY, JULY 30.

Colorado, Hull, July 16.
La Touraine, Havre, July 22.
Lucania, Queenstown, July 24.

### Arrived—Sunday, July 24.

SS Aurania, McKay, Liverpool July 16 and Queenstown 17th, with mdse. and passengers to Vernon H. Brown. Arrived at the Bar at 5 P. M.

SS Minnewaska, (Br.,) Griffiths, London July 14, to the New York Shipping Co.

SS Cevic, (Br.,) Nicol, Liverpool July 15, with mdse. and passengers to the White Star Line. Arrived at the Bar at 5 P. M.

SS Ulier, (Nor.,) Kars, Sanchez July 18, with fruit to Edgar C. Gedney. Arrived at the Bar at 4:15 P. M.

SS Baracoa, (Nor.,) Welden, Baltimore July 22, in ballast to George L. Holmes.

SS Jamestown, Boaz, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS La Gascogne, (Fr.,) Baudelon, Havre July 16, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 5 A. M.

SS Alexandra, (Br.,) Marshall, London July 14, with mdse. and passengers to Sanderson & Son. Arrived at the Bar at 10 P. M. 23d.

SS Orinoco, (Br.,) Fraser, Bermuda July 21, with mdse. and passengers to A. E. Outerbridge & Co. Arrived at the Bar at midnight 23d.

SS St. Andrew, (Swed.,) Nordfeld, Demerara July 13, with sugar to L. W. & P. Armstrong. Arrived at the Bar at 1 A. M.

SS Nicaragua, (Nor.,) Pedersen, Baltimore July 23, in ballast to Bennet, Walsh & Co.

SS Cometa, (Br.,) Glover, Liverpool July 12, in ballast to Bennett, Walsh & Co. Arrived at the Bar at 10 A. M.

WIND—Sandy Hook, N. J., July 24, 9:30 P. M., south, light breeze, partly cloudy.

### Sailed.

SS Elise Marie, (Ger.,) for Flushing for orders.
SS Strathfillan, (Br.,) for Hamburg.
SS Hesperia, (Br.,) for Genoa, &c.

### By Cable.

LONDON, July 24.—SS La Bretagne, (Fr.,) Capt. Rupe, from New York, arr. at Havre at 6 A. M. to-day.

SS Lucania, (Br.,) Capt. McKay, (from Liverpool,) sld. from Queenstown for New York at 8:15 A. M. to-day.

SS Koenigin Luise, (Ger.,) Capt. Schuckmann, (from Bremen,) sld. from Southampton for New York at 8 A. M. to-day.

SS Bolivia, (Br.,) Capt. Baxter, from New York for London, passed Isle of Wight to-day.

SS Westernland, (Belg.,) Capt. Mills, from Antwerp for New York, passed Isle of Wight to-day.

SS Edam, (Dutch,) Capt. Brunsma, from Rotterdam for New York, passed Dover to-day.

SS Anchoria, (Br.,) Capt. Wilson, (from Glasgow,) sld. from Moville for New York to-day.

The Wanamaker Store

# Thirty-one Thousand Towels

## A Novelty in Sales

TO be literally exact, there are 31,124 new towels here, and a casual observer would conclude that there must be at least as many different kinds, for the variety seems endless.

We offer the whole lot this morning at a new schedule of prices, and expect something of a stir in the linen store. For these are new goods, and good goods, and much cheaper than such goods generally are, or, under present conditions, should be.

They have all come to us from the looms on which they were woven,—as straight as ship could carry them. No jobber nor middleman nor agent nor broker intervenes between you and the lowest prices. There are but three parties to the transaction,—we, the manufacturers, and yourselves.

That is all, except to tell prices:

**HEMMED HUCKABACK**
At 10c., 18x35 in.
At 18c., 19x37 in.
At 12½c., 18x34 in.
At 25c., 23x41 in.
At 12½c., 17½x35 in.
At 25c., 22x40 in.
At 16c., 18x37 in.
At 30c., 22x45 in.

**HEMSTITCHED HUCKABACK**
At 20c., 19x36 in.
At 30c., 24x40 in.
At 25c., 20x38 in.
At 35c., 26x42 in.
At 45c., 23x43 in.

**DAMASK TOWELS**
At 22c., 21x45 in.
At 32c., 22x49 in.
At 22c., 24x48 in.
At 45c., 25x49 in.
At 60c., 22x50 in.

**TURKISH BATH TOWELS**
At 10c., 19x39 in.
At 25c., 23½x54 in.
At 12½c., 18x41 in.
At 35c., 24x49 in.
At 15c., 21x45 in.
At 40c., 23x50 in.
At 18c., 22x47 in.
At 40c., 27x60 in.

**TURKISH BATH MATS**
At 40c., 25x44 in
At 65c., 21x41 in.
English Tape Towels, bleached and unbleached, $1.25 each.

**FRINGED HUCKABACK**
At 10c., 18x36 in.
At 18c., 19x38 in.
At 12½c., 18x38 in.
At 25c., 24x46 in.
At 30c., 22x45 in.

### Two Matters of Dress Stuffs

HALF Prices for all that is left of the largest and (we think) the best selected stock of Embroidered Swiss Mulls, that New York showed this season. It was a large stock, and what is left still represents some of the best selling patterns we carried. The goods are still in active demand and at half price will prove magnetic attractions.

There is also news of Black Dress Goods of almost equal importance. Four items are given,—typical of twenty more.

SWISS MULLS
At 37½c. yd., reduced from 90c.—Black embroidered figured stripes on tinted grounds.
At 37½c. yd., reduced from 75c.—Black embroidered figures on tinted grounds.
At 37½c. yd., reduced from 75c.—White embroidered colored stripes on black grounds.
At 37½c. yd., reduced from 75c.—Black embroidered polka dots on colored striped white grounds.
At 37½c. yd., reduced from 65c.—Colored embroidered polka dots on pin stripe grounds.
At 50c. yd., reduced from 90c.—Black embroidered figures on white grounds.

BLACK DRESS GOODS
At 25c. yd., regularly sold at 75c.—44-inch all-wool plain Grenadine.
At 31c. yd., regularly sold at 40c.—38-inch all-wool Challis.
At 50c. yd., regularly sold at 65c.—50-inch all-wool diagonal Serge.
At 50c. yd., regularly sold at 75c.—All-silk brocaded Grenadine.

Fourth avenue.

### Ready-made Sheets and Pillow Cases

THINK of the very best muslin you know—that's the grade of which these are made. Think of the lowest you've ever paid for that quality—it was much higher than our figures on this offering. We've got a great stock of these sheets and pillow cases, and there's no greater satisfaction in keeping store than to be able to advertise bargains like this:

BLEACHED SHEETS
54x90 in., 32c.
81x90 in., 46c.
72x90 in., 40c.
81x99 in., 50c.
90x90 in., 55c.

BLEACHED PILLOW CASES
45x38½ in., 12c.
50x38½ in., 13c.
54x38½ in., 14c.

Fourth avenue.

### Gas Ranges and Gas Cooking

OF course the advantage of the gas range is more apparent in the Summer time, for the first and most powerful appeal that it makes to the user is its *coolness*. But after you become familiar with it, you find it an all-the-year appliance, for its economy and cleanliness and speed and ease are attributes valuable in all seasons.

All told, there are nearly a hundred different styles of cookers and ranges shown here. Prices run from $7.50 to $42, with $13 or $15 as a popular average.

Basement.

## JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

## GLOUCESTER'S GREAT WORK.

### Gunner's Mate Murphy Describes the Sinking of the Spanish So-Called Torpedo Boat Destroyers.

From The Hartford (Conn.) Times.

Michael J. Murphy of the United States steamship Gloucester writes to a friend in this city, describing the action in which his vessel destroyed the Spanish torpedo boat destroyers Furor and Pluton, when they made their dash with Cervera from Santiago Harbor. Murphy was for five years in the navy. Later he worked at Pope's, and on May 4, the day that the First Regiment left the city for Niantic, he wrote a letter offering his services in the navy. On May 9 he enlisted, and was assigned to the Gloucester. Murphy was soon appointed gunner's first mate and armorer in charge of battery.

Following is the substance of Mr. Murphy's letter:

U. S. S. Gloucester,
Santiago de Cuba, July 12, 1898.

Well, I have had my wish to see both a bombardment of a city and a modern sea fight. At five minutes past 9 in the morning the Captain was inspecting the lower decks when we saw the Spanish fleet coming out around the bluffs. I ran down and reported to the Captain that the fleet was coming out to fight. (That is an honor you know my shipmates give me.)

Well, the Captain and I rushed up on deck, and he coolly gave the order to "Clear ship for action," and you can bet the boys were not long in doing it. I said to my friend from Hartford, a fellow named Billy Bee, (you have read about him in The Times, you know,) where my friends live: "If I am not alive after this battle, why just tell them I died while fighting." He said in reply: "I haven't many friends, but if you ever live to get to Hartford, why tell them all about me, and you can have my ditty box, with all my trinkets."

Such sayings as this passed from friend to friend. It wasn't because we were cowards, but because we, on our ship, knew we had the two most powerful torpedo boat destroyers in the world to contend with. I said one prayer and that was to God to spare me the dishonor of being a coward, and He answered it, for I never knew what fear was all through the fight, and I think we had the bravest crew that ever fought a ship.

### The Gloucester Begins.

The first to come out were the Cristobal Colon and Vizcaya. We were the first ship to open fire. We pointed our nose right in and ran for the enemy. And now one word of explanation. If one shell struck us we would have gone to the bottom, as we have no armor whatever.

The enemy opened fire on us, but missed every time, while we could see our shell hit most every time. Then the Oregon, our big battleship from the West, came up and relieved us, and the Indiana took the Vizcaya, the Brooklyn singled out the Almirante Oquendo. The Texas and Iowa took the Spanish flagship Infanta Maria Teresa. The two great destroyers were left for us on board of the Gloucester.

We started for them at full speed, amid a shower of shot and shell from the forts and ships and torpedo boats, but we returned the shot and shell with right good will. I was firing at the rate of twenty shells a minute with my gun, and I know I must have killed a good many men, but God will forgive me, for it was my duty. We kept firing at each other as fast as we could for about thirty minutes. By this time all the other ships were off in the distance, keeping up their own fight, and left us to fight the two of them alone.

### The Pluton and the Furor.

One of the torpedo boats headed right for us to torpedo us, and the Captain gave orders for very rapid fire, and instead of trying to get out of their way we ran right up toward them and rained shell on their decks in such a fashion that they could not send a torpedo. I was told by one of the prisoners afterward that they tried eleven crews at the torpedo gun, but they were swept from the deck by our shell as fast as they got up there. He said our shell came pouring in through the engines and all about the ship, and finally one exploded in and blew up the magazine; then she began to sink and hoisted the white flag of surrender.

Talk about a crew going wild! You ought to have seen us; we jumped up in the air, and we gunners shook hands with each other and yelled ourselves hoarse and threw our hats in the air. Oh! it was a great moment, but suddenly the other came heading toward us. We sighted our guns with that exultant feeling of victory and rained such a perfect hail of shell on her decks and through her that we forced her to run right up on the beach and hoist the white flag; then our joy knew no bounds. I cannot tell you on paper how we felt; you will have to wait till I get home.

### Saving the Vanquished.

We lowered our boats to rescue all we could, and out of the two crews of 140 men there were only sixteen men left alive to save. Their decks were a terrible sight to behold. The dead were strewn all about and burning up with the ships. It seemed each of the two boats had about 100 holes. When we returned to the ship one of them went down to come up no more. We captured both of their flags. These terrible ships were the Furor and the Pluton, which so scared the world.

Then we sailed up to see how the rest of the fight was going on, and such a sight. Our ships were whipping every one of them fiercely. The Spanish ships all ran ashore to save themselves and after a few more shots surrendered, except the Cristobal Colon, which the Oregon chased and sunk fifty miles further on down the coast while pouring broadside after broadside into her.

We lowered our boats, fully armed with pistols, and cutters to capture the prisoners and got the Admiral of the fleet and four Captains, about twenty officers and over 600 men. How is that for the Gloucester? We had twenty-two wounded men on board, Spanish wounded of course, and one of them died. We gave him as much of a Catholic burial as we could.

### The Ruined Fleet.

It was a sad scene on the big cruisers which ran ashore. I saw bodies with legs and arms off, some with heads off, burning in the flames. Fire broke out on all the ships, and they were a terrible sight. All of our crew are to be recommended to Washington for bravery and saving so many of the enemy's lives at the risk of our own.

We went up to-day and looked at what was once the pride of the Spanish Navy. Our officers say it was a much greater battle than Manila because we had modern ships to contend with. The Captains of our big ships told us they never expected to see the Gloucester again when they left us to fight the two torpedo boats and the forts. They were agreeably surprised, and signaled to us: "Well done, Gloucester! You have won a glorious victory," and every time we go near them they all look at us and say: "Is that the ship that got away with the two powerful Spanish ships?" I suppose you will think I am proud, but I think I have reason to be. I was in two bombardments before this, but they were nothing compared with this one.

## Admiral Dewey's Church Relations.

From The Pittsburg (Penn.) United Presbyterian.

Here is a statement which is explicit enough to be regarded as trustworthy: Admiral George Dewey, in the United States Navy, commanding the Pacific Squadron, and late victor over the Spanish fleet in the Bay of Manila, in the Philippine Islands, is not a Catholic, as has been erroneously published. He was reared as an orthodox Congregationalist, but has long been a member of the Presbyterian Church. On being assigned to command in the Pacific he removed his church relation to the neighborhood of San Francisco and became a member of the Presbyterian Church of Vallejo, the nearest to the naval station on Mare Island, which church is under the pastoral care of the Rev. Theodore F. Burnham. In this church Admiral Dewey was elected to the office of ruling Elder, the duties of which he has faithfully discharged when permitted to be at home.

## OUR VOLUNTEERS PRAISED

### Their Conduct at Santiago Blunts Old Criticisms and Teaches New Lessons.

### THEY DID ALL REGULARS COULD

### What Foreigners Called a "Mob with Muskets" They Now Laud as Veterans—Inferences as to the Necessity of Standing Armies.

From The London Spectator.

One grand use of this war, certainly for America and Great Britain, and possibly for the whole civilized world, is the instruction it will give them as to the advantages and disadvantages of relying on volunteers. Can half-drilled or partly disciplined men do the work of trained soldiers, or supplement them sufficiently to make small regular armies safe? If they can, the benefit will be incalculable. If the affirmative is true, a nation may have sufficient soldiers for defense, and even for attack in an emergent case, without wasting its toil upon the maintenance of armies, without passing all its youth under an influence the effect of which is at all events doubtful, and without developing that spirit so hostile to civil society which is described as militarism. The national waste of force, moral and intellectual as well as physical, might be reduced at least one-third; and Governments be compelled at the same time to keep themselves permanently in harmony with their people. You cannot oppress an armed nation unless the army is vast. The ideal is most attractive; and we are now seeing in this Spanish-American war how it works out in practice. The Americans have always proceeded upon the theory that it can be reached, and they are now giving the world an object lesson on a great scale in the value of their plan.

It is assumed, especially by soldiers, to have broken down altogether; but it is possible that the facts have not been very closely examined, that fresh evidence may modify the general opinion, and that the failures which there have been may be traced to something else than reliance on volunteers. If the raw men of an American army fight as well as drilled soldiers, but achieve less result, the deduction would seem to be, not that the use of imperfectly drilled men is dangerous, but that the volunteer system requires in some way to be better organized and more fully supplemented by scientific preparation before it will secure victory. Looking steadily at recent events across the Atlantic without the smallest prejudice—for in England, with her scattered empire, soldiering must always be a profession, even for privates—we seem to see that this is the case—that the first failure was due to anything rather than the men, that, certain conditions being granted, the difference between a large supply of "regular" soldiers and a large supply of volunteers would not, as regards efficiency, be very great. After all, you can only get out of discipline perfect obedience, and readiness to incur suffering or death rather than disobey, and these two conditions were fulfilled by the American volunteers in the attack on Santiago.

### Volunteers' Faults and Virtues Balanced.

No regular soldiers could have obeyed their officers more perfectly than the regiment of volunteers from Michigan or the dismounted "rough riders," or have "gone on" with more determined courage under a murderous fire. Eye witnesses, by no means indisposed to criticise, all describe their conduct as "heroic," or, as we English would probably say, most creditable and gallant. They never blanched even when taken by surprise; they never "got out of hand," and they shot at least as well as regulars, probably much better. Even when, so to speak, beaten by the weight of their opponents' fire, they only threw themselves down, and then in a minute "went on" again. What could the best-drilled men in a regular army have done more, except perhaps have looked more formidable in their enemies' eyes? They wasted uniforms, being borne down with the heat, but they did not waste cartridges. In camp they bore delays, short rations, and exposure just as well as regulars, and, so far as appears, were just as tractable, though probably plainer spoken. What failed, so far as there was failure, was the capacity of the officers, who were ready to die, and did die, in heaps, but who did not always know what orders to give, and sometimes sacrificed the men by posting them in the wrong places; the supply of artillery, which was wretchedly insufficient, and the organization of the departments, who brought up food too late, and water not at all.

Suppose for a moment that the American Government had been accustomed to keep up a sufficient body of thoroughly instructed and supplied artillery, and a transport service, and a commissariat, and to have maintained officers like those who come out of West Point sufficient for 100,000, instead of 25,000 men, would a volunteer force dispatched to Cuba have been incompetent to its task? Would it have been in any way inferior to the Spanish regulars? Do not reply that the Americans are heroes, for that is not the question. They are as brave as any other of the fighting races, but they are no braver, though they may be more inclined to bear temporary roughness of life; and if they can, when but slightly drilled, rival old soldiers in active work, so can Englishmen, Germans, or Russians. It certainly seems as if they could, though the evidence is yet imperfect, owing to the shortness of the campaign, and if they can, the fact is well worth the attention of every statesman in Europe.

There is no ground, in our judgment, for believing that until the human race ends war will end, or for supposing that the feelings which really cause war will ever be extinguished by arbitration, or that small armies will ever again do the work of large. The nations must, therefore, if they are to be safe, be organized for war, and the object, in the interest of their permanent happiness, is to reduce the burden and the misery and the waste involved in that great fact to the lowest practicable point. Nothing would reduce it so much as certainty that exceedingly short training, training which our grandfathers would have considered worthless, is sufficient to furnish an army with good rank and file, so that, in fact, the barracks may not be required for the military preparation of the masses of a people. Is it not possible—we do not say certain, mind, but possible—that as a kind of education becomes universal this may prove to be the case? Gen. Hay, who first commanded our own volunteers, held that opinion very strongly; and it seems to be justified by the long experience of Switzerland. Even a German army would think the conquest of Switzerland a very serious undertaking, and there are in Switzerland no private soldiers by profession, except artillery. Even in the best disciplined regular armies the duration of actual service with the colors has in our own time been extraordinarily reduced, and we see little evidence in the Franco-German war that comparatively raw recruits are so much worse soldiers than the older men in the regiments.

The Americans are now testing the theory for us again, and if they find, as it would seem they may find, that with good officers and an able staff, three months' instruction turns out men competent to fight great battles against regulars, the problem will approach much nearer to solution. Every nation could defend itself if three months' drill would make soldiers, for every nation, if it pleases, can afford artillery, supply departments and a sufficient body of educated officers. We are quite aware that what we are saying will be unpalatable to officers whose experience is worthy of all respect; but we are not proposing the plan for this country, which has its own necessities, especially the necessity for long periods of tropical service, and we cannot help suspecting that they underrate the capacity which educated men have for acquiring rudiments of soldiering. Englishmen are ceasing to be the unlicked cubs whom it took twelve months to teach how to eat. Would Lord Roberts or Lord Wolseley really object to take the London Scottish Volunteers under scientifically trained officers into a serious action? We rather think they would very much like to be followed by such men as compose the regiment from Michigan which fought before Santiago on Friday last; and if they would, a great many of the difficulties of the nations may receive an unexpected solution. It would be possible, in fact, to maintain great armies for defense without developing militarism, which would lift one of its greatest burdens from the whole of the white race, who, in fact, would give their lives to soldiering only when required.

## LAND OWNERSHIP A SAFEGUARD

### When Vested in the Individual It Is the Surest Support of Free Government in Our Land.

The Dallas (Texas) News prints an address delivered by the Hon. A. W. Terrell before the officers and students of the University of Texas at the recent commencement. In the course of his elaborate remarks he said:

"South of the Ohio River the descendants of those who established free government in America constitute still the great majority of the people and maintain their ascendency in the cities, in agriculture, and in influence. Richmond had, in 1890, 40,000 of native parentage, and but 8,000 of foreign; Dallas, 22,000 of native parentage and but 7,900 of foreign. Norfolk, Va., had 15,700 of native parentage and but 3,000 of foreign. In some of the seaports, like New Orleans, the native element does not maintain its ascendancy. Statistics disclose the fact that in no State can now be found a majority of white men of Anglo-American lineage, except in the Southern States, and the controlling element in each and all of them is now, as it was in 1776 and 1830, to be found among the tillers of the soil.

"Our land is the chief reliance of our commerce, and its products have given our only solid basis for manufacturing enterprise. Labor on the farm created and has sustained our trade over the world. That labor produces over 70 per cent. in value of all our exports. The grain, meat, and fibre for raiment produced by 40 per cent. of our people, who are agriculturists, go abroad, to be sold in competition with the world; and yet he who cultivates the land must purchase his manufactured goods in a market from which all competition with the outside world is practically excluded, in plain disregard not only of the spirit of free government, but of common justice.

### Tariff Protection and Trusts.

"Political economists have almost without exception condemned as unsound the policy of restricting the movement of commerce. And yet that policy goes hand in hand with trusts, which stifle free competition even at home. Great wealth is thus acquired in the manufacturing States, and must find investment. It builds cities, to which the sons of agriculture flock to reinforce the army of foreign immigrants. There corporations, united in trusts, having stifled individual competition and seduced labor from the farm, are able to dictate with imperial power how much of things necessary to a man's comfort shall be made, who shall find employment, how much each man shall be paid, and how many hours he may work. Rational freedom cannot long survive in the presence of such a power. Why should we be surprised at the spirit of turbulent discontent which has threatened social order in our great cities and manufacturing industries in the North? That spirit constitutes a real danger, and common prudence would suggest that the National policies which have produced it should be reversed, without disturbing property rights, when honestly acquired, and without heeding the protests of either plutocrat or corporation.

### Land Ownership a Conservative Force.

"If Massachusetts or New York should be threatened by their organized and turbulent labor element, on what protecting force could they rely? A regular army, recruited from the ranks of the discontented multitude, once fraternized in Paris with the Commune at the barricades, and mercenary aliens from the free cantons of Switzerland were the chief victims in defense of social order; for in France fashion was enthroned in the cities, as it is now with us, and agriculture had been oppressed until it also fraternized with the mob. If New York, which had nearly 20,000 fewer farms in 1890 than in 1880, should look to the States around her, she would seek help in vain, for the same reckless element is among them all. Consider the magnitude of the danger when we see that over 4,000,000 acres of land in the North Atlantic States that were cultivated in 1880 were not cultivated in 1890. The conservative people who once worked land have gone to town to live, seeking society, and must also be restless. In these Southern States alone, and in portions of the West, can be still found the only conservative force—the tillers of the soil—on which, in desperate peril, our institutions can rely. Such were the men who made free government, and with strong hand they will keep it; nor will they change its structure to suit the theories either of the plutocrat or the commune.

### Discontented Labor in the North.

"Each year the storm pressure among our brethren of the manufacturing States of the North increases. It is seen in strikes by servants of the loom, the spindle, and the wheel; it is heard in the heart of great cities, in the depths of coal mines, at the flaming forge, and wherever incorporated and trust enterprise gathers abnormal wealth under permissive laws. Labor has been diverted from its natural channels, while millions of acres of our lands remain uncultivated, and men who refuse to seek employment on the farm crowd the cities like moths around a flame, seeking work in the atmosphere of subservience and speculation.

"Discontented labor is organizing and thinking. Each year it gathers strength. What shall we do with it? is the problem of the hour. Just such a problem has confronted man in all ages, and good and bad men, like Plato and Catiline, Robespierre, Jack Cade, Henry George, and Bellamy, have proposed in various ways to solve it.

### Co-operation Impracticable.

"One class of economic reformers insists that the only means of rescuing labor and capital from impending conflict with each other is by a system of mutual co-operation that will admit labor to participation in the gains of all productive plants. They claim that this could be done under present industrial institutions, and would meet the essential conditions of industrial reform. This remedy, if all classes were equally intelligent, would tend to create better relations, and must have occurred to the laborer as a panacea for poverty through every era in which he worked for capitalists, who grew rich on his labor. As a general remedy it is Utopian. Capital has always schemed for the lowest wage, and labor for the highest. The avarice of the one and the selfishness of the other are not likely to permit a reconstruction of our entire industrial system on a basis which requires mutual confidence. Co-operation in business interests is difficult, even in limited partnerships, and in one family where the interests of all are identical, but would fail in its general application to all industries until man's nature is changed. But the co-operation of men to resist tyranny is always proper. It matters not whether the tyrant oppresses with armed men or the more insidious despotism of cash, co-operant resistance is a duty. But in a free Government, when the great majority are either wage earners, or the middle classes, who will sympathize with them when oppressed, resistance must be within the lines of law. If laws be evil repeal them. If Constitutions limit corrective legislation change them, for when any form of Government becomes destructive of the inalienable rights of life, liberty, and the pursuit of happiness it is the right of the people to change it. Whenever lawless force is advised as a remedy for inequalities of fortune we should remember that what the American man has gained by honest industry is his, and he will be able to keep it against all comers. He typifies in the domain of industry, whether rich or poor, the survival of the fittest, and, while co-operation may diminish his gains, it will never be able to despoil him of his property if honestly acquired.

### Socialism Always a Failure.

"Social reformers, among whom are many good men, now insist that land should be nationalized; that its individual ownership should cease; for that, like air and water, it was the gift of God to the human race, from the use of which none should be excluded. There is nothing new in all this. Such theories have agitated society in all ages. Good men in all ages have considered how best to equalize the conditions of men, and there have always been bad men who have disregarded the Divine commands, "Thou shalt not steal," and "Thou shalt not covet anything that is thy neighbor's."

Socialism finds its congenial home in the atmosphere of cities and factories, among the foreign born, who are there from choice. No one can assert that such men desire to work the soil. During a residence of nearly half a century in Texas I have never known one laborer of English or Teutonic origin, of good character and habits, who devoted himself to farm labor, who did not in ten years own his own farm, nor have I ever known such a man seeking work on the farm in vain. I am unable to discover, either in nature or revelation, that any special benefits were designed by providence for the vicious, the lazy, the covetous, and the intemperate, who constitute a large percentage of Socialists. Neither can I understand by what right European and Asiatic races who came into being on the other side of the world can cross the ocean, peacefully invade another race of men who are contented with their laws of property, and then claim that God created them to own Texas land without paying for it.

"That which a man acquires by labor or fair trade from another, whether it be land or water, is segregated from the general fund bestowed by Providence, and is his. If it be land, his labor, his title deeds, and occupancy impress it with all the insignia of ownership, and whenever he is deprived of it without compensation, the act is robbery.

"If it were possible to put in force the theory that all land should be confiscated and held for the use of all men, regardless of individual ownership, the chief incentive to industry would cease, and civilization, deprived of its main reliance, would disappear.

### Henry George's Scheme.

"Equally disastrous would be the scheme of Henry George, which would tax the homestead out of existence by compelling the owner to pay rent on it, for the benefit of the good and the bad, the industrious and the indolent alike. Such schemes would reverse the order of a progressive civilization, and make a man a tenant at will in his own home. They would equalize conditions, but would banish civilization.

"The right of property once vested represents human labor, and whether the property becomes more or less valuable should not concern those who did not work for it. Society will not contribute to make good a bad investment in property, and it has no right to ask a division of profits in a good one. When vested rights acquired either by labor or fair trade are destroyed without compensation, the act is wicked and tyrannical and the government that would tolerate it is a mockery, a delusion, and a fraud. Until man's nature is regenerated all schemes to equalize conditions among those whose natural endowments are unequal would end in disappointment.

### A Texas Experiment.

"Socialism was tried in Texas in 1848 by about forty gentlemen under the auspices of the German Emigration Company. Many of those Socialists were graduates of universities and among them was the Hon. Gustave Schleischer, afterward a member of Congress. The republic gave them land, which they made common property, and on which they resided in a charming region fifty miles beyond the frontier settlements. Thus no type of any other contiguous civilization embarrassed their experiment. They lacked neither money nor opportunity. They erected a commodious dwelling to accommodate all. The buffalo and deer were around them to furnish meat and a virgin soil invited their labor. Soon one excited discontent because he was always reading and never worked; another would not hunt, but was fond of venison; and still another slept much and never worked. Within twelve months these Socialists, who could have supplied educated talent for many university chairs in sociology, abandoned their dream and a few years ago two lone chimneys in Llano County were all that remained to mark the place of their habitation.

"Theorize as we may, it should be remembered that those who would suppress individualism and enthrone Socialism cannot number among their advocates one man who has ever demonstrated his capacity in the industrial world by accumulating wealth. He who attempts to benefit the human race deserves no praise when he attempts it at the expense of others. The strength of a free state consists not in its grand enterprises, its corporations and industrial trusts, its rich men or its magnificent cities, but in the self-sustaining manhood and the sturdy virtues of its individual citizens. It is no less true to-day than it was when Mr. Jefferson wrote, that virtue and manhood sicken in the glare of luxury and cities and find their congenial home with agriculture. Financial depression may paralyze all the industries of the city, but agriculture will supply food and raiment while sunshine and rain continue. Even the bankruptcy of all other employments would bring some benefit to agriculture, for it would once more make economy fashionable.

"Individualism, acting through government, has not failed, but it has blundered in creating corporate powers and permitting their consolidations in trusts to invade its domain and accumulate dangerous wealth in the hands of the few. It will correct its blunder. Public opinion is crystallizing. Education is enlarging the domain of thought and resources and directing public opinion as never before. Public opinion stands behind Congresses and Kings, and makes them and unmakes them. From its decision there can be no appeal, and when aroused to intelligent action both the Socialist and the trust will cower before its stern command. Individualism will resume its sway and agriculture preserve its proper dignity in the scale of employments."

## CERVERA'S INTENTIONS.

### Would Have Struck a Blow Where Least Expected.

The Baltimore American reports Admiral Cervera as saying at Annapolis on Monday:

"Our attempted flight from Santiago was not concealed from our officials at home. They were apprised of all that was contemplated. In fact, they gave orders for us to leave. Though we informed them of the disastrous possibilities of such a venture, the home authorities issued peremptory orders for us to leave, and we boldly determined to acquiesce in the command.

"Of course I knew what we would be called upon to encounter. I understood the gantlet of deadly fire our fleet would have to run. But our men were brave, our officers were ready, so we made preparations to emerge from the harbor.

"Our destination was not any near-by port. Had any of our fleet escaped we would have struck a blow where, I believe, it was least expected. It was our purpose to break through the line, if possible, and force our way to Havana. When we reached there we intended to plunge through the blockading squadron, run into the shelter of the Cuban capital, and there await more propitious conditions.

"When I found conditions hopeless, I leaped overboard, and my son followed me. I think, however, I would have sunk, and have been lost, had my boy not remained close to my side and given me assistance with his stronger, younger arms.

"Since I have passed into the custody of my captors I have been treated with courtesies such as are the very acme of kindness. Every civility, every imaginable act of thoughtful deference, such as would relieve the poignancy of my present mortification, has been furnished with the utmost good taste. No words of gratification could half express the real appreciation felt by my officers and myself. I see that America's big heart does not harden against an enemy.

"Nobody can forget the generous care afforded our distressed men after the discomfiture of our fleet. At one time the Gloucester was lying close to the Maria Teresa, my flagship—so close as to be in danger of a momentarily expected explosion of our magazines. The Gloucester was at work picking up our men. I knew her peril, and appealed to Lieut. L. P. Huse, Executive Officer of the Gloucester, to withdraw, but he quietly replied: 'No, Admiral, not until I have rescued all your wounded.'"

## THE ALABAMA'S LIEUTENANT.

### Death of an Officer of the Famous Confederate Cruiser.

From The London Times.

The flag of the Liverpool Cotton Exchange was hoisted at half-mast recently out of respect for Mr. Irvine Stephen Bulloch, cotton broker, who had just died. He was a younger brother of the Mr. Bulloch who acted as agent for the Confederate Government in the time of the secession war in America, and he was himself Navigating Lieutenant on board the Confederate cruiser Alabama, commanded by Capt. Semmes. He took part in the last fight of the Alabama with the Kearsarge, and was one of those picked up by Mr. John Lancaster's yacht Deerhound while on a third trip to the Kearsarge with wounded men from the Alabama. The American Government wished the British to give up the men rescued from drowning, but this was declined. Mr. Bulloch was afterward appointed Navigating Lieutenant of the Confederate steamer Shenandoah, and was with her on her predatory cruise among the whalers in Bering Strait. At the conclusion of peace Mr. Bulloch was ordered to navigate the ship to the Mersey and evade the coast signalers, which he accomplished in a run of 14,000 miles by way of Cape Horn. He used to say that when passing the Welsh coast he felt tempted to run the vessel ashore to prevent her from falling into Federal hands. However, on arrival at Liverpool she was transferred to the United States authorities. Mr. Bulloch was wont to say that on board the Alabama they rarely used her auxiliary steam power, and he was very proud of a model of the vessel given to him by his brother. Mr. Bulloch, who was a native of South Carolina, commenced business in Liverpool as a cotton broker in 1870, in partnership with Mr. William Barcroft, but the firm was dissolved five years later, and since then he has carried on business himself as I. S. Bulloch & Co. He was well known and very popular on 'Change in Liverpool, and was one of the first twenty-four arbitrators chosen by the trade under the new system.

W. & J. Sloane

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## THE FOURTH IN LONDON.

### Eloquent Remarks by the American Ambassador—Replies by the Marquis of Dufferin and Others.

From The London News.

The annual banquet of the American Society in London in celebration of Independence Day aroused exceptional interest yesterday evening, and a large and representative company assembled at the Hotel Cecil. Upon the wall, at the back of the Chairman, the Union Jack and the Stars and Stripes were suspended side by side over the American eagle. During dinner the band of the Royal Engineers played a selection of English and American airs. "The Star-Spangled Banner" and "God Save the Queen" evoked great enthusiasm, many of the company rising and cheering. Mr. James L. Taylor, Chairman of the American Society, presided, and others present included the American Ambassador, the Marquis of Dufferin and Ava, the Marquis of Ripon, the Earl of Kimberley, the Bishops of Ripon and Rochester, Mr. Henry White, Secretary to the American Embassy; Lord Kinnaird, Gen. W. M. Osborne, American Consul General; Field Marshal Sir Donald M. Stewart, Brig. Gen. Bates, Military Attaché to the American Embassy; Mr. James Bryce, M. P., Sir J. F. Bridge, the Hon. James Boyle, United States Consul, Liverpool; Lieut. Colwell, Naval Attaché to the American Embassy; Senator Calvin S. Brice, Sir Robert Ball, the Dean of Rochester, Sir William Des Veeux, and Mr. J. R. Carter, Second Secretary, American Embassy.

Immediately after soup had been served some excitement was caused by the Chairman rising and saying that he had just received a dispatch which he would read, because he thought it would give Americans a good appetite for their Fourth of July banquet. Dinner was for the moment suspended, and amid breathless silence the Chairman read Admiral Sampson's official report of the destruction of the Spanish fleet. Loud and prolonged cheers followed the announcement.

In proposing the first toast, that of the Queen, which was received with great enthusiasm, the Chairman remarked that there was no nation which had a higher appreciation for the dignity of womanhood than had the Americans. (Cheers.) They knew that the heart of her Majesty, who had more than once smoothed the difficulties of diplomacy between the two nations, responded warmly to the love and reverence in which she was held by Americans. (Cheers.)

The Marquis of Ripon, in the absence of the Bishop of London, proposed the health of the President of the United States. He said that the toast had usually been given from the Chair. It was a cause for the highest satisfaction that this should be the first occasion upon which the toast was proposed by one of the British nation. He saw that night the Stars and Stripes and the Union Jack in close union, and he was very pleased to see that this distinguished assembly of representative Americans rejoiced with him in the combination. He was convinced that it was for the highest interest of the two nations that they should forever cultivate the closest and most friendly relations. (Cheers.) He hoped that those signs which we now saw of a closer and more intimate connection between them might not prove to be a mere ebullition of temporary sentiment, but that from this time forth they might walk together hand in hand in bonds of the most intimate union. [Cheers.]

This was always a great toast, but greater than ever to-day, when at the opening of the proceedings the Chairman announced the signal triumph of the American arms—[cheers]—a signal triumph won over a gallant and determined foe worthy of the American steel, a signal triumph which would record yet another brilliant page in the history of the American Navy and Army. [Cheers.] Who did not feel that night the tremendous responsibility that rested upon the President of the United States? Surely he (Lord Ripon) was not mistaken in believing that the Americans stood at the parting of the ways. It was not for him, a stranger, to say what policy the United States was to follow in the future. That country had before it a task greater far than the mere task of war—a great task, which would affect all the future history of the land. [Cheers.] Therefore it was only natural that they should drink that night the health of President McKinley with a deeper feeling of respect and of regard than they did on ordinary occasions, because on this occasion they were expressing the hope that there might be given to the President the wisdom and firmness which in this great crisis were needed not only for the benefit of America, but in the interests of England and the destinies of the world. [Loud cheers.]

### Ambassador Hay's Remarks.

The American Ambassador then proposed "The Day We Celebrate," and was received with the greatest enthusiasm. He said: "I thank you sincerely for this kind reception, but I feel that I should be a subject for commiseration if I were expected to say anything new or original in proposing the toast. But there are words which can never pall upon the ear, and there are some songs which gain in melody for centuries, and the praise of the day we celebrate will never seem stale to an audience of Americans until the Nation begins to falter or to halt in its triumphant march of progress, and, thank heaven, it is beyond the power of prophecy to foretell that day of evil omen. [Cheers.] Many of you to-day have doubtless wondered at the good fortune which has persistently followed this day of all days of the year. It has seemed as if it had been the pleasant task of history to regild it from time to time, and to consecrate it anew to glory and usefulness. [Cheers.] To-day a new splendor has filled the span of the earth all the way from Santiago to Manila—[loud cheers]—from the Antilles to the Antipodes. [Cheers.] It is, indeed, a year of omens, for we have with us this evening the presence at this board of so many eminent representatives of all that is best in English life—[Cheers]—a fitting sign and symbol of that cordial amity, too long delayed, which now unites both branches of the English-speaking people. [Cheers.]

For many reasons this year will be memorable, for none more than for the lucid recognition by both American and British peoples of the fact that, reversing the old text—the way of pleasantness between us is the way of wisdom—[cheers]—and anything like variance is mere folly and madness. [Laughter.] I think you will all agree with our eloquent friend Lord Ripon in the hope and belief that this is no mere passing emotion born of a troubled hour. [Cheers.] It has been growing through many quiet years, and it needed only rough weather to show it to the world. [Loud cheers.] And now that this cordial and clear understanding has come that so many of us have hoped and waited for, is there any reason why it should not last forever? [Loud and prolonged cheering.] It injures no one, it threatens no one; all its ends are peaceful and beneficent. We shall still compete with each other and the rest of the world, but the competition will be in the arts and civilization, and every people of good will on the face of the earth will profit by it. [Cheers.] When I am called upon to speak on these occasions I have to brace myself against the temptation of saying too much. There is so much to say; but let us not forget what I am sure we have a right to remember, that this has been a day of good augury to mankind. [Cheers.] When all allowances have been made, and all censures have been made—and we confess there are many things which ought to be mended or ended—the fact still remains that the great experiment set by our forefathers has been the cause of enormous good not only to ourselves but to the world—even the mighty motherland is richer for the consequences of that sharp wrench by which we tore ourselves free. We have been preaching for 100 years, not always consistently, that gospel the tendency of which has been forever toward the light, and the net results of which have been the breaking of fetters, the enlightening of those who sat in darkness, and the lifting of burdens from the shoulders of the poor. It is sometimes said that we have exalted the mass to the detriment of the individual, but the system which in our earliest years gave us a Washington and in later years gave us a Lincoln is not likely to condemn the race to monotonous sterility and decay. [Cheers.]

It has been thought that in our pursuit of material gain we have lost some of our pristine loyalty and devotion, but there are many in this room old enough to have seen, at the first insult to our flag, a million of peace-loving men springing to arms and crowding the road of death as to a festival. [Cheers.] I am not permitted to speak on the current events, but I make bold to predict that in time of need the Nation will show the same efficiency and promptness in war, the same clemency and generosity in the hour of triumph, as in the days of old. The men of our race have never been proved unworthy of good fortune in the hour of success. [Hear! hear!] The Nation that ended a vast rebellion without a single execution or bill of attainder may safely be trusted to be always considerate and magnanimous in victory—[hear! hear!]—and I believe that when the bitterness of these present troubles shall have passed away, both sides will be found to have profited by the issue—one by the assertion of a principle which will conduce to the peace of the world, the other by the removal of burdens and responsibilities that had become too heavy to be borne. [Loud and prolonged cheers.]

### Responses by Famous Englishmen.

The Marquis of Dufferin, who first replied spoke of the friendly feeling which he entertained toward the people of the United States as the result of his Canadian experience. Apart from this it had been his good fortune to be brought into official contact with the American missionaries in the East, and had noticed their zeal and devotion. He recalled how subtle were the ties which united the members of the Anglo-American race, and said that when he had been abroad representing this country he and the American Ambasador had looked upon themselves as fellow exiles. [Cheers and laughter.] There were dominant and responsible forces which were bound in the long run to unite the two countries in honorable and general friendship. [Cheers.] No one had rejoiced more than himself to see the fresh symptoms of that increasing amity which had been lately developed between the two Governments and the two peoples. Whether these feelings would eventually in the face of the unstable condition of the world take a concrete form might be left as a matter for pleasant speculation. [Cheers.]

The toast of "The Community of English-speaking People" was proposed by Mr. R. Newton Crane, and acknowledged by Prof. Jebb, M. P.

Replying to the toast of "Our Guests," proposed by Mr. E. Marshall Fox, the Earl of Kimberley remarked that whatever might have been the controversies between England and America, they had never brought on an open quarrel, though some of the controversies had been bitter. There had always, he believed, been an undercurrent of friendliness on both sides of the water; now they had arrived, he was happy to think, at a time when there were signal marks that the two countries were understanding each other, and were about to form a lasting friendship. He believed it would be found that the interests of the English people and the interests of the American people largely lay in the same direction; and he trusted and believed that there would be founded upon common interests, strengthened as they would be by other bonds which united the two countries, a friendship which would endure to the utmost benefit of both countries. Allusion had been made to the parting of the ways, which he understood to mean that America might take a larger interest than hitherto, and perhaps a more active part in what occurred in other parts of the world. It was not for him to express any opinion as to whether that would be upon the part of America a wise or an unwise policy. It was for America to decide. He believed that if the United States should extend its operations to other parts of the world it would, at all events, be of signal advantage to England. Although a nation might be strong, that could not be a matter of indifference to any people, however strong, that they should be able to look at a time of trial to some friendly nation. Looking at the smallness of the world, for all practical purposes America would find it unavoidable to take a larger part in the world's doings, and he believed they should be found side by side rendering each other valuable assistance in the interests of both nations. He did not believe there was any Englishman who did not rejoice at the indications of a lasting friendship between the two countries.

Other toasts followed.

## GEN. JOE WHEELER.

### A Georgia Friend Tells How He Once Unmasked a Battery.

From The Macon (Ga.) Telegraph.

At the battle of New Hope Church, between Atlanta and Chickamauga, Gen. Walker sent Major William H. Ross, who was on his staff, to ascertain from Gen. Wheeler, who occupied an advance position, what was in his front.

He found the General on his horse, with one leg over the pommel of the saddle. Saluting him, Major Ross said:

"Gen. Walker intends to make a charge at this point, and would like to know if the enemy has a masked battery in front of us."

"I don't know, Major," Gen. Wheeler replied, "but I can soon find out," and swinging into position in his saddle, he galloped up to a slight eminence, accompanied by Major Ross and his staff, and planted a guidon. A moment later a puff of smoke in the distance and the sputtering shriek of a shell as it flew over them, showed what was ahead.

Turning to Major Ross, the General said: "Give Gen. Walker my compliments, and say there is a masked battery in front of us."

Major Ross ventured the remark that it was a rather risky way of unmasking a battery.

"The first shots always fly high," was the cool reply. "It's the shots that follow that are dangerous."

"When I returned and reported to Col. Walker," said the Major, "I requested him to send some one else the next time he wished batteries unmasked by Gen. Wheeler."

## Mitchell J. Lewis and the Torpedo.

From The Syracuse Journal.

Mitchell J. Lewis, son of Mrs. H. Lewis of 1,320 South State Street, who is on the Wasp, one of the mosquito fleet off Santiago, has distinguished himself for courage and bravery. Young Lewis was a member of the local Life-Saving Corps, and as a swimmer it is hard to find his equal. In a letter written recently to his mother Lewis tells how he jumped into the water and changed the course of a torpedo, which had been fired at the Wasp by the Spaniards. This feat required great bravery and nerve. In order to change the course of the deadly and destructive torpedo Lewis had to put both arms around the shell, and as it floated through the water he screwed on the nose cap, thus rendering the projectile harmless. Lewis is the second man in the navy during the present war to change the course of a torpedo. The first man was a member of the torpedo boat Porter.

# ROWING ON THE HARLEM

## Oarsmen and Their Friends Rendezvous at College Point and North Beach.

## RACING CREW SELECTED

### Hudson Boat Club Will Hold a Fall Regatta—J. D. Mahr's Selection as President of the National Amateur Association Popular.

Harlem River oarsmen gave themselves up entirely to pleasure rowing yesterday, and in consequence there were any number of four, six, and eight-oared barges on the water, gayly decked with club colors, and loaded down with passengers. College Point and North Beach seem to be very popular resorts with the oarsmen now that the Speedway has done away with the old stopping-places above High Bridge.

Among the crews on the river was a four-oared barge crew from the Nassau Boat Club, composed of E. Smith, bow; A. La Gost, No. 2; F. P. Bradt, No. 3; C. A. Cool, stroke, and Frank Smith, coxswain. They covered about eight miles up the river. The Hudson Boat Club's eight-oared barge made a trip to College Point.

Saturday afternoon a crew composed of G. Beck, bow; M. Schumacher, No. 2; M. Maxwell, No. 3; G. Deffenbach, No. 4; F. Quinn, No. 5; J. Sanders, No. 6; J. Schultz, No. 7; Charles McDermott, stroke, and E. Lowenthal, coxswain, rowed the boat around Manhattan Island from their boathouse at One Hundred and Twenty-eighth Street and the Hudson River, through the ship canal and down the Harlem to the First Bohemian Boat Club's house. Here they hauled the boat out for the night and launched her again about 10 o'clock yesterday morning, when she was manned by the same crew, and a start was made for College Point. They returned home by way of the Harlem River and ship canal, and reached home about dusk, after having rowed about forty miles in all.

**Racing Crew Picked.**

The Harlem Rowing Club, it was announced yesterday, has decided to enter a senior eight in the Middle States Regatta. As yet the crew has not been picked from the available men, but yesterday afternoon the following crew, which includes the best oarsmen in the club, was boated, and they rowed six miles in good form: Nagle, bow; Mase, No. 2; Davis, No. 3; Heraty, No. 4; Dolan, No. 5; Kemp, No. 6; Amman, No. 7; Maher, stroke, and George Lee, coxswain. This crew, with the exception of Lee and Heraty, will probably be the crew entered.

The Wyanoke Boat Club had both its barges on the water yesterday, and pleasure trips were made to North Bridge and William's Bridge.

Harlem River oarsmen are somewhat disappointed that the local entries in the National Regatta Saturday did not make a better showing than they did. Out of the five Harlem River entries the Harlem Rowing Club's intermediate double, Dolan and Schaefer, made the best showing. They were beaten, after a hard race with the Bachelor Boat Club's double. They will continue training, however, and row in the Middle States Regatta.

Julius D. Mahr, who was elected President of the National Association of Amateur Oarsmen on Saturday at Philadelphia, is also President of the Metropolitan Rowing Club of this city. He was at the boathouse yesterday afternoon, and received the congratulations of his friends. Mr. Mahr has received any number of honors from local oarsmen, and all of them came unanimously. He was one of the organizers of the Metropolitan Club and President of the Harlem and Middle States Associations for several terms. Harlem River oarsmen are gratified over his selection for the highest office in the gift of amateur rowers, and it is the unanimous opinion of men who are prominent in the sport that no better selection could have been made. It is safe to predict that before Mr. Mahr's term of office expires next year many additions to the roll of the National Association will be made, and it is confidently expected by those who know his abilities that those clubs of the Schuylkill Navy which resigned last year in a huff will again be back in the fold.

**A Fall Regatta.**

Capt. George S. Higgins of the Hudson Boat Club has announced that the club will hold a Fall regatta on the Saturday following Labor Day. The following events have already been decided upon: Single shell, double scull, pair-oared gig, four-oared gig, four-oared barge, and eight-oared barge. The four-oared gig event will be open and about a dozen clubs will be invited to enter crews. Handsome die medals will be awarded the winning crew and a silver cup, given by Isaac A. Hopper, will be presented to the club they represent. A dance will follow in the evening.

Ruddock, the Harlem boat builder, has received an order for a single shell from Johnson of Vancouver, British Columbia, the professional oarsman who is to row Jake Gaudaur this Fall.

Harlem River oarsmen complain that of late it has become dangerous to row under any of the bridges crossing the Harlem on account of stones being thrown from them. Several complaints have been made to the police, but the nuisance has not been abated. Only a short time ago Jean O'Rourke of the Harlem Rowing Club was knocked senseless in his boat by a stone thrown by some miscreant from High Bridge.

The Union Boat Club will enter the junior eight-oared crew, which was defeated at Philadelphia Saturday, in the Middle States Regatta.

The Canadian Association of Amateur Oarsmen will hold its nineteenth annual regatta Aug. 8 and 9 in Toronto Bay.

# RECEPTION TO THE WOMEN.

### The Hudson River Yacht Club Has Aquatic Games and Entertains a Large Crowd.

The Hudson River Yacht Club's house and grounds presented a gala appearance yesterday, the occasion being the annual women's day reception tendered by the members to their wives and friends. The clubhouse, decorated with bunting, and the thirty or forty yachts lying at anchor, flying private and code signals, conspicuous among which was "Remember the Maine," presented an attractive scene that was much admired by the thousands who passed along Riverside Drive, which overlooks the clubhouse.

The threatening weather of the morning kept many away, but during the afternoon there were at least 500 visitors. At 3 o'clock refreshments were served, and then followed a series of duck chases and swimming races that afforded much amusement. Three ducks were thrown overboard for the swimmers to chase. The first two were captured in short order by F. S. Dwight and Joseph Mundy, but the third was game, and it took a half hour for half a dozen swimmers to catch it. About every time a swimmer would approach, the wary fowl would dive, and it was a question where it would come up. One or two of the swimmers had given up the task, tired out, when the duck, after a sudden dive, came up within reach of Cacar Thompson, who quickly captured it.

A tug-of-war between two rowboats was won by Thomas F. Hall, and the tub race for club members was won by F. S. Dwight, who also carried off the honors in the swimming race.

There were a number of entries in the tub race for non-members, which was won by Thomas Rogers. Samuel Martin won the three-quarter mile professional swimming race, in which there were six entries. He took the lead at the start and held it to the finish. Handsome prizes were awarded the winners of each event.

One of the principal features of the day was the awarding of the prizes won at the club's annual regatta, held June 25. They consisted of silver loving cups, and were [illegible] posed of C. E. Tallman, Chairman; W. H. Donaldson, D. Smith, M. MacBean, and F. S. Dwight.

The winners were the Irene, a cabin cat, owned by Thomas H. Hall; the Clip, an open sloop, owned by William Ridleys; the J. T. Corlett, an open cat, owned by C. Rothmel, and the Millie, an open cat, owned by A. Simpson.

Last evening the clubhouse was illuminated and the festivities were continued until a late hour.

### YACHTING NOTES.

The steam yacht Marion, owned by Nathaniel Witherell of the New York Yacht Club, is now in commission and came into Bay Ridge yesterday.

Frank T. Morrill of the New York Yacht Club is putting his fast steam yacht Vamoose into commission for the season. She went out for a trial spin in the Upper Bay on Saturday.

The steam yacht Calypso anchors every night off Bay Ridge since she was chartered from Amzi L. Barber of the New York Club for the Waldorf-Astoria daily excursions.

The steam yacht Anita, purchased or chartered from John H. Flagler of the New York Yacht Club by W. R. Hearst, has received a new blower and boiler at South Brooklyn and has left for Southern waters.

Capt. Edwards of Brooklyn has just built a forty-foot sloop for his own use. The new craft is now lying at Twenty-sixth Street, South Brooklyn, fitting out. The mast will probably be cut down.

The yawl Flying Cloud which has just received some important alterations will not be used by her owner, James Loughlin, Jr., for a couple of months, when she will be fitted out for a Winter cruise to Southern waters.

Since C. R. Flint's steam yacht Nada received new Roberts boilers at McGowan's, she has been running between New York and Ardsley, where her owner has a Summer residence. Capt. D. C. Packard is in charge.

Joseph Stickney of the New York Yacht Club is one of those who feel that large yachts can now be brought out with safety. His Susquehanna, which is 170 feet long, has just had her decks planed and is now going into commission at South Brooklyn.

The sloop Ouida has been chartered by some Frenchmen to be used as an advertisement for a wine. She has portholes painted along her sides, and has two big drainpipes set in gun carriages at her bows, intended to look like cannon—which they don't.

Since the sinking of the Spanish fleet, yachting has taken a decided boom. The number of steam and sail yachts that have been put into the course of fitting out since then is peculiar. The raising of the submarine mines in the harbors now offers free passage to pleasure vessels.

Aric Anderson of Brooklyn has just completed a new sloop for his own use, which he has called the Clara. She is a centreboard of 45 feet in length and 14.6-foot beam, drawing 4 feet of water. Her interior has a hardwood finish throughout, and she has an able-bodied appearance.

The yacht Gaviota, which went off the ways at McGowan's on Friday, is now called the Sea Gull since she was changed to a yawl. It was said at the yards that Gaviota meant Sea Gull in Spanish, but that Spanish names were not wanted just now. She belongs to J. Frederic Ackerman of the Atlantic Yacht Club.

The new one-design schooner yacht Clarita, owned by Philip T. Dodge of the New York Yacht Club, had her first sail on Friday last, when she came in to McGowan's to have a broken paulbit replaced. She was sailing without topsails, and making good time when seen off Bay Ridge. Mr. Dodge is well pleased with the way she works.

The big auxiliary topsail schooner Black Pearl, owned by Edwin B. Sheldon of the New York Yacht Club, is still lying at Tebo's beside John Jacob Astor's Nourmahal. Their old companion at these slips, Mr. Morgan's Corsair, now the Gloucester, has gone through a good deal since she went out to play the garden hose at Spanish vessels.

After a long rest since she came back from England last November, the schooner yacht Lasca is now being fitted out for a long cruise. James Sibley Watson of the New York Yacht Club will now take her to Newfoundland, and may perhaps continue to Labrador. The Lasca, with Capt. Sheldrake in charge, was up on the floating dry dock at Tebo's yesterday.

Capt. James P. Woody of Fredericksburg, Va., arrived yesterday from that town with the steam yacht Dione, owned by W. B. Tyler of Fredericksburg. It is said that the Dione has been sold to one of the smaller yacht clubs to be used to convey members from the city to the clubhouse, for which she is well fitted in the matter of speed and comfort. She brought up at Fifty-fifth Street, South Brooklyn.

The forty-six-footer Nautilus, which was originally built by Wintringham for J. Rogers Maxwell, and subsequently sold by him to W. D. Dickey, Commodore of the Marine and Field Club, has now been purchased by Mr. St. John of the Atlantic Yacht Club. The Nautilus was brought out in 1891 to meet the Gloriana and nine others of the same class. She did not keep up with the procession, and was almost immediately sold for $5,000, after costing $12,000.

The schooner yacht Rebecca, heretofore owned by Edward Dudley of the New York Yacht Club, has been sold to a Mr. Brooks of Philadelphia. The Rebecca is now on the dry dock at Tebo's, having a new mainmast, a new forefoot, and an iron keel put on, with about a ton of outside ballast. Capt. Platt is in charge. Mr. Brooks is about to cruise eastward, and will chiefly use the schooner at Bar Harbor, where he has a Summer residence.

The tenth annual regatta of the Indian Harbor Yacht Club will be held Saturday off Greenwich, Conn., and is open to yachts enrolled in any recognized club. The following classes will be represented: 43, 36, 30, 25, 20, and 15 foot classes of sloops, cutters, and yawls; 30, 25, 20, and 15 foot classes of catboats; 21-foot racing knockabout class, and the one design dory class. Entries will be received by F. B. Jones, Chairman of the Regatta Committee, at 29 Broadway, or at the clubhouse, Greenwich, Conn., up to Friday.

A peculiar-looking craft that is to be used as a houseboat has just arrived at New York from Patchogue, where she was built by Gilmore Baker for Walter Silsbee, who will use her in this neighborhood this Summer and live on her next Winter in the Florida waters. She is called the Ida Belle Lowndes, and besides her sloop rig she is fitted with a twenty-five horse power auxiliary gasoline engine. She will go to Raritan, N. J., to finish fitting out. Her cabin has over 6 feet of head room, and her beam is 15 feet, to an over-all length of 40 feet.

# SALE OF OLEOMARGARINE.

### State Inspectors Take Samples of It from Several Persons.

Several restaurant and boarding house keepers have been brought to trial in the Court of Special Sessions lately, charged with using oleomargarine. Some of the offenders were fined $25. The complaints were filed by Inspectors of the State Department of Agriculture. This department sends its city Inspectors, about six in number, on tours among the boarding houses, restaurants, and hotels. Their object is to ascertain the quality of butter, vinegar, and milk used throughout the city, and if adulterations are discovered, to immediately make investigations.

Inspectors report at the office of the Assistant Commissioner, F. J. H. Kracke, situated in Smith & McNeil's Hotel, every morning, and each Inspector is detailed to a certain part of the city. These Inspectors visit places of the character named and demand samples of butter, with a view to ascertaining the extent of the use of oleomargarine; they also collect samples of vinegar and milk, which are analyzed at the department's laboratory.

Assistant Commissioner Kracke said yesterday that his Inspectors devoted but little time to the investigation of butter at this time of year, as butter is very cheap during the warm season, and consequently there is little use for oleomargarine. "To give an idea of the quantity of butter brought into the city during the Summer," said Mr. Kracke, "I might quote some figures. During the month of June about 20,000 tubs of butter are shipped into the city on every Monday and Tuesday morning. From October to the following April only about 7,000 to 8,000 tubs of butter are received, twice a week, in this city. This raises the price of good butter to 25 and 30 cents a pound, which increase causes a boom in oleomargarine, which at the same times sells at 18 and 20 cents a pound. Oleomargarine is said to be manufactured in large quantities in New Jersey. It is usually sold in ten-pound pails, which at that weight require no stamp as to the nature of the contents. Upon a great many unsuspecting persons it is palmed off by a suave individual, who claims it is fine butter, which he has obtained direct from some well-known dairy. This individual asserts that the 'butter' being shipped directly to him enables him to sell it at an exceptionally low figure.

The Department of Agriculture is soon to establish a new laboratory, for analytical work, on [illegible]

# HARNESS RACING GOSSIP

## Successful Opening of the Grand Circuit Season at the Detroit Meeting.

## VICTORY OF JAMES BUTLER

### His Four-Year-Old Horse Directum Kelly Wins the Rich Merchants and Manufacturers' Trotting Stakes—Other Track Events.

The "blue ribbon" harness racing meeting at Detroit last week, opening the Grand Circuit season of 1898, afforded promise of good sport and fast time through the remainder of the circuit. Although the opening days were marred by rain and a slow track, the time in all the events compared favorably with that at the opening meetings in previous years. The contests were close and spirited, being strung out in most cases to from five to seven heats, which furnished an opportunity of judging of the endurance of many of the horses whose capabilities in that respect were unknown prior to this meeting.

Interest centered in the Merchants and Manufacturers' Stakes of $10,000, for 2:24 trotters, which was on the programme for Tuesday, but was postponed until Wednesday on account of rain. Much gratification was felt by local horsemen when it was learned that the rich stakes had been won by the four-year-old brown horse Directum Kelly, owned by James Butler, ex-President of the Driving Club of New York. The first two heats were won by the bay mare Belle B., by Ben Johnson, in 2:12½, 2:11½, and then Directum Kelly went in and took the third, fourth, and fifth heats in 2:11¼, 2:13¾, 2:14½. Before the event the favorite was the Village Farm candidate, Battleton, bay gelding, four years old, by Rex Americus, but Driver Geers could not make him finish any heat better than seventh, and withdrew him after the fourth heat. Another great disappointment was George H. Ketcham's bay mare Lurline McGregor, who until recently was looked upon as the probable winner of the race. She was distanced in the first heat.

**Directum Kelly's Breeding.**

Directum Kelly was bred by Monroe Salisbury of Pleasanton, Cal., as was also his sire, Direct, 2:05½. His dam is Rosa Ludwig, by Anteeo, 2:16½, son of Electioneer, and his second dam is by Limerick Boy, a son of thoroughbred Ringgold, by Boston. Mr. Salisbury is a strong advocate of a close thoroughbred cross, and has been very successful as a breeder and campaigner. Directum Kelly took a two-year-old record of 2:22¾. He started in but one race as a three-year-old, and did not reduce his record. At the meeting at Charter Oak Park, Hartford, two weeks ago, he lowered his record to 2:14, and his performance at Detroit stamps him as a coming horse, possessed of both speed and endurance.

Direct, the sire of Directum Kelly, leads all the sires of the year in respect to his 2:20 list, four of his get besides the winner of the Merchants and Manufacturers' Stakes having entered the charmed circle. These are Ed B. Young, 2:11¼; Miss Beatrice, 2:13¾; Rect, 2:16¾, all four-year-olds, and the three-year-old I Direct, 2:18¾. All these took their records in winning races. Direct's list now numbers ten standard performers, only one with a record slower than 2:20 and six of them in the 2:15 list. One is the champion two-year-old—Directly, 2:07¾. Direct is now owned by Mr. Butler, the proprietor of East View Farm, who also owns Ed B. Young, Miss Beatrice, and Directum Kelly.

**The Programme at Cleveland.**

This week the Grand Circuit fliers will move on to Cleveland, where large lists of entries have been received in all the classes. The fastest race of the meeting undoubtedly will be the 2:05 pacing class, in which the entries include Rubinstein, Frank Bogash, Ananias, William Wallace, Scribner, Pearl Onward, Bumps, Anaconda, Waldo J., and Bright Light. It is a matter of regret to many that the fast California pacer Chehalis is not entered in this event, as they would like to see him try conclusions again with Bumps, who beat him week before last at Peoria in 2:05, 2:07, 2:06¼. The record of Bumps is 2:04¾, made last season, while Chehalis has won a heat this year in 2:05¼. There is considerable chagrin in California over the latter's defeat at Peoria, as he was expected to outpace anything the East could produce.

Another interesting event at Cleveland will be the 2:10 trotting class, in which the entries are The Abbot, Page, Pilot Boy, Dan Cupid, Franklin, Hans McGregor, Elloree, Rilma, and Eagle Flanigan. The Abbot undoubtedly will be the favorite, but with Elloree and Rilma in the race he will have no easy victory.

The appearance of Klatawah, the new three-year-old champion, will impart interest to the 2:14 pacing race. Klatawah took a two-year-old record of 2:18¼ last year at Oakland, Cal., and at Peoria, Ill., July 15 he won three heats in 2:07¾, 2:09, 2:06¼, lowering the world's previous three-year-old record three seconds in the third heat. The new prodigy is by Steinway, dam Katy G., by Electioneer. Klatawah's pedigree shows a double cross to Rysdyk's Hambletonian, one each through sire and dam. It also shows a number of good thoroughbred crosses close up. The pedigree of Klatawah, like that of nearly all the noted record breakers, including Maud S., 2:08¾; Alix, 2:03¾, and Star Pointer, 1:59¼, shows several crosses of the first Derby winner, imported Diomed.

**Speedway and Ocean Boulevard.**

While the increased use of the Speedway indicates its rapid growth in popularity, horsemen are finding some fault with the approach to the new drive, the entrance being at the summit of the hill at the terminus of the One Hundred and Fifty-fifth Street viaduct, causing a descent on the Speedway of very steep grade for about half a mile. The Rider and Driver suggests the advisability of placing St. Nicholas Avenue, from One Hundred and Twenty-third Street, and also St. Nicholas Place, under the control of the Park Department. By giving the Park Board jurisdiction over these thoroughfares it would be possible to provide a continuous drive to the Speedway from Morningside Park over a good dirt road. By placing the avenues under the control of the Park Department, furthermore, street cars would be kept off and drivers made secure against encroachment that would make the Speedway practically useless. The adoption of this suggestion would afford a continuous drive from Fifty-ninth Street, through Central Park and Morningside Park, to Dyckman Street and Boulevard Lafayette, which will eventually be connected with Riverside Drive, the whole being a circuit of many miles, Riverside Drive leading back into Central Park at Seventy-second Street.

The Pleasure Drivers' Association of Brooklyn has appointed a committee to confer with the Park Commissioners regarding the rules in force on the Ocean Boulevard. It is intended to suggest several changes in the regulations governing drivers and bicycle riders, which are considered necessary for the protection of the horsemen.

**Mr. Hamlin's Optimistic Views.**

C. J. Hamlin, the proprietor of Village Farm, and beyond question the most successful breeder in the country from a financial standpoint, holds optimistic views regarding his favorite sport, both for this season and for the future. In a recent interview he said:

"I am a horseman from the love of it, but it is also a pleasure to know that I am financially successful. For the last three years I have won more money than any man in the business. And I believe it is just as easy to have speed and strength and beauty as to have speed and strength and ugliness. I never buy a homely horse, and by selection and breeding, I am developing the trotting horse along the lines of its highest beauty. I believe almost anything can be accomplished by these methods, and, as for speed, there is no reason why the two-minute limit may not be reached and passed, though I may not live to see it. I was looking over the entries for the coming season to-day, and they are bigger than ever. It is evident that the war will have no bad effect upon racing."

**Harness Racing Notes.**

Allen Lowe of Boston, who holds License No. 1 under the National Trotting Association, has retired from the ranks of professional drivers.

John Nolan, 2:18¾, by Prodigal, 2:16, was bought last week by Joseph E. Rubinger of New Haven, Conn., and has been placed in the stable of the Texas trainer, W. O. Foote, who will pilot him through the Grand Circuit.

The New England Trotting Horse Breeders' Association has added another day to the programme of its Grand Circuit meeting, making a six days' meeting, opening Aug. 24.

Favor, 2:09¼, by Frank Buford, who dropped dead on the 11th inst. while being exercised on the track at Meriden, Conn., was the joint property of Charles Smart and H. B. Beach of Meriden.

The successful trotting sire Mambrino Wilkes, 2:29¾, died recently at the home of his owner, William Corey, at Manchester, N. H. At the close of last season he was credited with fifteen performers in the 2:30 list.

A complaint has been filed in the Clerk's office of the United States Circuit Court in this city by William A. Lawrence against the National Trotting Association. Mr. Lawrence alleges that in December last he sent a lot of horses to Millencamp, Germany, to be sold, and that the association agreed to forward certificates of the records of these horses to that place. Instead, it is alleged, the certificates were sent to plaintiff's residence in Chester, Orange County. By this alleged breach of contract Mr. Lawrence asserts he was put to extra expense for the care of the horses because of the delay in their sale, and was also compelled to sell them at a lower price than he would had the certificates been mailed to Europe according to the agreement. He asks damages in the sum of $5,000.

# ON THE BASEBALL FIELD.

### Cleveland Easily Defeats Chicago, Playing Perfect Ball—Cincinnatis Win from Pittsburg.

**How the Clubs Stand.**

| Clubs. | Won. | Lost. | P. C. |
|---|---|---|---|
| Cincinnati | 57 | 28 | .671 |
| Boston | 53 | 29 | .646 |
| Cleveland | 51 | 31 | .622 |
| Baltimore | 47 | 32 | .595 |
| New York | 44 | 37 | .543 |
| Chicago | 46 | 40 | .535 |
| Pittsburg | 43 | 40 | .518 |
| Philadelphia | 37 | 41 | .474 |
| Brooklyn | 32 | 47 | .405 |
| Washington | 30 | 51 | .370 |
| Louisville | 29 | 55 | .345 |
| St. Louis | 24 | 62 | .279 |

**Results of League Games Yesterday.**

Cincinnati, 6; Pittsburg, 5.
Cleveland, 9; Chicago, 3.
Louisville, 2; St. Louis, 1.

**Games To-day.**

Baltimore in New York.
Boston in Brooklyn.
Cincinnati in Pittsburg.
St. Louis in Louisville.

**Cincinnati, 6; Pittsburg, 5.**

CINCINNATI, July 24.—Rain prevented the playing of a double-header to-day. The game was played on soggy grounds. Dammann was driven to the bench in the second inning by a series of bunts, which, together with his own errors, netted two runs. Breitenstein, who succeeded him, allowed but one scratch hit in seven innings. In the seventh inning Steinfeldt hit Corcoran in the head with a thrown ball, seriously injuring him. Attendance, 7,203. Score:

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Cincinnati | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | .. | —6 |
| Pittsburg | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | —5 |

Base hits—Cincinnati, 7; Pittsburg, 7. Errors—Cincinnati, 3; Pittsburg, 1. Batteries—Cincinnati, Dammann, Breitenstein, and Peitz; Pittsburg, Rhines and Schriver. Umpire—Mr. Gaffney. Assistant Umpire—Mr. Brown.

**Cleveland, 9; Chicago, 3.**

CHICAGO, July 24.—Cleveland played championship ball to-day, fielding perfectly, and batting Callahan very hard. Powell was a puzzle to all the locals excepting Chance. Childs's fielding was brilliant. Attendance, 5,100. Score:

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Chicago | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | —3 |
| Cleveland | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 2 | —9 |

Earned runs—Chicago, 1; Cleveland, 5. Base hits—Chicago, 5; Cleveland, 15. Errors—Chicago, 4. Batteries—Chicago, Callahan and Chance; Cleveland, Powell and Criger. Umpire—Mr. O'Day. Assistant Umpire—Mr. McDonald.

**Louisville, 2; St. Louis, 1.**

LOUISVILLE, Ky., July 24.—The tail-enders had a battle royal to-day. Louisville won in the ninth, on Tucker's error, Hoy's stolen base, Sugden's wild throw, and an outfield fly. Score:

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Louisville | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | —2 |
| St. Louis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | —1 |

Earned run—Louisville, 1. Base hits—Louisville, 5; St. Louis, 7. Errors—St. Louis, 2. Batteries—Louisville, Mercer and Kittridge; St. Louis, Hughey and Sugden. Umpire—Mr. Emslie. Assistant Umpire—Mr. Hunt.

**Other Games.**

At Newark—(First game,) Newark, 9; Norfolk, 4; (second game,) Newark, 7; Norfolk, 0.

At Paterson—(First game,) Paterson, 2; Hartford, 5; (second game,) Paterson, 2; Hartford, 0.

At Syracuse—Syracuse, 8; Wilkesbarre, 1.

# NEW PEST IN THE PARKS.

### The Tussock Moth Multiplying at an Alarming Rate—Birds Will Not Eat the Caterpillars.

A new pest has appeared in the New York City parks. This is the tussock moth, which has existed in moderate numbers in this vicinity for many years, but during the past few months has increased alarmingly. The caterpillar of the pest may be seen in numbers in the parks, crawling over the paths and benches. It is easily recognized by four tufts of yellow fur upon the back. Science has given the formidable name of Orgya liencosigma to this troublesome insect. Technically speaking, it belongs to the family Bombycidae, and is double brooded—that is, two distinct broods of the caterpillars reach their full growth during the Spring and Summer. The last brood of caterpillars spin cocoons, in which they remain all Winter. Early in the Spring they mature and issue from the cocoons.

Although possessing a voracious appetite in the caterpillar state, they are now unable to feed, as they are entirely destitute of mouth organs. Another strange fact is that the female is wingless and never strays from the cocoon. Here she lays her eggs, to the number of about two hundred. They are protected by a white, frothy substance, giving them the appearance of a small piece of cotton. Thousands of these little white bunches may be seen in the parks and along the avenues. Park officials believe that the rapid increase of the insects was caused by the mild Winter, as cold weather kills many occupants of cocoons in unsheltered places.

It is exceedingly difficult to exterminate this species. It lives upon many varieties of trees and shrubs, although being particularly partial to the maple. Sparrows and other birds will not feed upon the caterpillars, as they are covered with a poisonous hair. A park officer had an unpleasant experience yesterday, which causes him to emphatically verify the irritating properties of the caterpillars. One of these creatures dropped from overhead upon his collar, slipped down his neck, and was crushed against the skin. He states that a few moments after a large blister arose, which burned and smarted violently.

The Curator of Entomology in the Museum of Natural History, speaking upon the subject, said that nearly all caterpillars which are provided with hair secrete an irritating poison. This is to protect them against their enemies. If handled they produce a rash, lasting about twenty-four hours. An attack will be made upon the tussock moth in the Fall, when the trees are denuded of their foliage. At this time the caterpillars of the second brood have spun their cocoons. These will be scraped from the trees by means of wire brushes on long handles and burned. The park authorities will have one helper, in the shape of a tiny, wasplike creature. It is a parasite, which lays its eggs in the body of the caterpillar by means of its needlelike ovipositor. Upon hatching, the grubs of the parasite attack their victim, feeding upon the muscular parts of its anatomy. They do not cause its death until it has transformed in the cocoon. Then they attack its vitals and spin their own microscopic cocoons in the hollow shell that remains.

# HARD WORK FOR THE CADETS.

### New Commandant at West Point Sends the Boys on Long Marches.

WEST POINT, July 24.—The cadets now in camp here are having a foretaste of a soldier's life on the field. Heretofore camping at West Point was a Summer's picnic for the embryo officers. Drills only served to give enough exercise to make the lads eat and sleep well.

Since Col. Hein became Commandant he has introduced new methods. Long marches, in which the cadets must bivouac in the woods and live on soldiers' rations, have taken the place of three meals a day and an afternoon nap.

The cadets do not take kindly to the new order of things, but the stern Commandant means business, and infractions of rules or breaches of discipline mean terms in the guardhouse.

# TALK OF THE HORSEMEN

## There Will Probably Be No Match Race Between Hamburg and Ornament.

## HUNTING AT RICHFIELD

### A Number of American Turfmen Have Made Nominations for the English Derby and for Other Foreign Events—Another Huntsman Enlists.

So much talk has been indulged in recently about the probability of a match race between Ornament and Hamburg that the racing public has taken some interest in the matter, and looks forward daily to some news of an arrangement for the race. The public, however, may as well make up its mind now that there will not be a match race between the pair, nor will there be one between Ogden and Ornament, as has been suggested. Marcus Daly, the owner of Hamburg, has a splendid racing machine—probably one of the fleetest race horses the American turf has ever known—in that colt, and when he paid $41,000 for him last Winter, it was with the idea of winning if possible the price he paid for the colt, in stakes and handicaps, and then to have him cost free, for use in the stud. But Mr. Daly is a sportsman, and is always willing to make a match when other arrangements will not be interfered with. He has had his trainer, "Billy" Lakeland, give Hamburg a special preparation for the Brighton Cup at two miles and a quarter, which is to be run next Saturday, and until that race has been run Mr. Daly will not consider any proposition for a match race. Even after the race, it is probable that he will not make a match. Ornament is eligible for the Brighton Cup, but he will not be a starter, for his owners do not consider the scale of weights an equitable one. If, however, Ornament's owners really wanted to test the merits of the two horses, the Brighton Cup would have given them a splendid opportunity, for many turfmen consider Hamburg only as a sprinter, in spite of his showing in the Realization on July 4. They attribute his victory over Plaudit on that occasion to the remarkable flight of speed he enjoys, which they claim carried Plaudit off his feet in the first mile, but in these days of sprint racing such an argument will scarcely stand the test. Hamburg demonstrated beyond doubt that he could go over a distance, and it is probable that he will run a good race on Saturday even at two miles and a quarter.

The card for to-day at Brighton Beach is as follows:

FIRST RACE.—For three-year-olds and upward; selling. One mile.

| | Pounds. | | Pounds. |
|---|---|---|---|
| Doggett | 108 | Juno | 100 |
| Taranto | 105 | Philip | 96 |
| Squan | 102 | Ella Daly | 88 |
| Endeavor | 100 | Marito | 86 |

SECOND RACE.—For two-year-olds; selling. Five furlongs.

| | | | |
|---|---|---|---|
| Gen. Mart Gary | 112 | Lady Exile | 109 |
| St. Clair | 112 | Sir Kenneth | 109 |
| Life Guard | 112 | Water Girl | 109 |
| Jean Ingelow | 112 | Al Reeves | 109 |
| Prince of Wales | 112 | Fast Black | 109 |
| Miriam Claire | 110 | Ninety Cents | 109 |

THIRD RACE.—For maiden fillies three years old; selling. Five furlongs.

| | | | |
|---|---|---|---|
| Florence Bealey | 106 | Eileen D. | 106 |
| Bonnie Gem | 106 | Amelia D. | 106 |
| Effie Haggerty | 106 | May Roselle | 106 |
| Cruiskeen Lawn | 106 | Lerete | 106 |
| Suspect | 106 | Ruby Lips | 106 |
| Fairy Dale | 106 | Blissful | 106 |
| Inspection | 106 | Ellerslie Belle | 106 |
| Aggamede | 106 | Stella O. | 106 |

FOURTH RACE.—Handicap for three-year-olds and upward. One mile and a quarter.

| | | | |
|---|---|---|---|
| Bannock | 126 | Rondo | 120 |
| Our Johnny | 124 | Abingdon | 108 |
| Dutch Skater | 122 | | |

FIFTH RACE.—Handicap for two-year-olds. Three-quarters of a mile.

| | | | |
|---|---|---|---|
| Jack Point | 126 | Tendresse | 112 |
| Rusher | 123 | Cosmopolitan | 107 |
| Captain Sigsbee | 122 | Lepida | 106 |
| Muggins | 119 | Exception | 104 |
| Federal | 118 | | |

SIXTH RACE.—For three-year-olds and upward; selling. One mile.

| | | | |
|---|---|---|---|
| Free Lance | 112 | Banquo II | 106 |
| Ben Ronald | 109 | Leedsville | 106 |
| Rotterdam | 108 | Decanter | 102 |
| Doggett | 108 | Aurum | 91 |

⁂

Austin Wadsworth, Master of the Genesee Valley Hounds, has enlisted in the army and gone to the Philippines. Mr. Wadsworth owns thousands of acres of land in and around Genesee Valley, and has everything in the way of creature comforts that any man in the world could desire. Like the thorough sportsman he is, he has not neglected the interests of the hunt club, but has left the fullest directions that the meets and runs of this celebrated pack of hounds shall be conducted as hitherto in first-class style. This is one of the most successful hunt clubs in the country. On occasions over a hundred turn out at the meets, all taking at least the first few flights of fences. The fields at the finishes are also large. It is possible that Trumbull Cary may act as Master in Mr. Wadsworth's absence.

⁂

The Waiontha Hunt and Golf Club, which had an auspicious beginning last season, due to the efforts of Robert Lee Tailer and J. Lee Tailer, is now one of the institutions of Richfield. The clubhouse, which is pleasantly situated just north of the village, has been metamorphosed from a cozy farmhouse into a still cosier clubhouse, and has become a rendezvous for Richfield's society. The Monday afternoon receptions, which were held weekly last season, were always enjoyable, and will doubtless be continued this Summer. The golf links are admirably arranged, and were the scene of several interesting matches last year, when valuable trophies were played for. J. Lee Tailer is M. F. H., and the Autumn days were made gay with the pink-coated huntsmen and the cry of the hounds. The club has been of great benefit to Richfield by prolonging the season into the October days, when the country is at its best, as well as by furnishing no little amusement during the Summer.

⁂

Nominations to the English Derby of 1900 closed on Tuesday, July 19. W. S. Vosburgh, representative in this country of the Jockey Club of Great Britain, announces the following nominations of yearling colts by American owners for Epsom's classic event: John E. Madden, seven nominations; John Daly, four; Sydney Paget, three; Marcus Daly, three; A. J. Cassatt, two; "Tod" Sloan, two; James R. Keene, two; Foxhall Keene, two; H. T. Oxnard, one; William Lakeland, one, and Alfred Lakeland, one. American nominations to the Epsom Oaks of 1900, that closed the same day, were: Marcus Daly, two; Foxhall Keene, two; James R. Keene, one; Sydney Paget, one, and John Daly, one.

⁂

Entries and dates for the Point Judith Country Club's polo tournament, Narragansett Pier, are:

Wednesday, July 27, Myopia and Country Club of Westchester, for Point Judith Country Club's Challenge Cup; the winners will meet Meadow Brook in the final for that trophy Saturday, July 30. Dedham and Point Judith Club, Friday, July 29, one game for the Rhode Island Cups. Point Judith and Dedham Clubs, Narragansett Cups, Monday, Aug. 1. Westchester Country Club and Myopia, for same prizes, Wednesday, Aug. 3. Winners of the respective games to contend in the final, Saturday, Aug. 6.

# NEW YORK CRICKET MATCH.

### The New Jersey Athletic Club Sure to Win the Pennant.

With only three more games to play for the cricket championship of New York, the crack team of the New Jersey Athletic Club is certain to win the pennant, its victory over Staten Island on Saturday clinching the claim. Manhattan is now again tied with the Islanders for second place, and Roseville and Team B of the New Jersey Athletic Club are tied for fourth.

An interesting struggle is in progress for the Batsman's Cup. M. R. Cobb is now second to R. E. Bonner, whose bye average of 110 has been reduced to 62. G. A. Gittens, N. S. Walker, Jr., J. F. Curran, and H. E. Jackson are also well in the race. The following are the team records:

| | Played. | Won. | Lost. | D'wn. | P. C. |
|---|---|---|---|---|---|
| N. J. A. C., Team A | 7 | 5 | 0 | 2 | 1,000 |
| Manhattan | 6 | 3 | 3 | 0 | .500 |
| Staten Island | 6 | 3 | 3 | 0 | .500 |
| N. J. A. C., Team B | 5 | 1 | 2 | 2 | .333 |
| Roseville | 4 | 1 | 2 | 1 | .333 |
| New York | 5 | 1 | 4 | 0 | .200 |

# HONORS TO A CONSUL GENERAL.

### Address of Congratulation to Mr. Spencer Pratt by the Philippinos of Singapore.

From The Singapore Free Press, June 9.

A little after 5 o'clock last evening a numerous deputation, consisting of all the Philippinos resident in Singapore, waited upon the American Consul General, Mr. Spencer Pratt, at his residence, and presented him with an address congratulatory of the American successes in the present war and expressive of the thanks of the Philippino community here for the aid now being given by the United States to the aspirations of the Philippino people for national freedom. There were also present Mr. W. G. St. Clair, editor of The Singapore Free Press, Mr. A. Reid, editor of The Straits Times, and Mr. Howard W. Bray, whose active sympathies with the Philippino nation are so well known as to entitle him to be styled "Aguinaldo's Englishman." Mr. Spencer Pratt and Mr. Bray both wore the badge of the Liga Philippina, presented to them by Gen. Aguinaldo during his incognito visit to Singapore.

After Mr. Bray had performed the ceremony of introducing the deputation to Consul General Spencer Pratt, Dr. Santo, the chief Philippino refugee here, who has been educated at Barcelona and Paris, delivered the address, of which the following is a translation:

To the Hon. Edward Spencer Pratt, Consul General of the United States of North America, Singapore:

Sir: The Philippino colony resident in this port, composed of representatives of all social classes, have come to present their respects to you as the legitimate representative of the great and powerful American Republic, in order to express our eternal gratitude for the moral and material protection extended by Admiral Dewey to our trusted leader, Gen. Emilio Aguinaldo, who has been driven to take up arms in the name of 8,000,000 of Philippinos in defense of those very principles of justice and liberty of which your country is the foremost champion.

Our countrymen at home, and those of us residing here, refugees from Spanish misrule and tyranny in our beloved native land, hope that the United States, your Nation, persevering in its humane policy, will efficaciously second the programme arranged between you, Sir, and Gen. Aguinaldo in this port of Singapore, and secure to us our independence under the protection of the United States.

Our warmest thanks are especially due to you, Sir, personally, for having been the first to cultivate relations with Gen. Aguinaldo, and arrange for his co-operation with Admiral Dewey, thus supporting our aspirations which time and subsequent actions have developed and caused to meet with the applause and approbation of your Nation.

Finally, we request you to convey to your illustrious President and the American people, and to Admiral Dewey our sentiments of sincere gratitude and our most fervent wishes for their prosperity.

Singapore, June 8, 1898.

The address, which was written in Spanish and read in French by Dr. Santos, the spokesman, was replied to in French by Mr. Spencer Pratt to the following effect:

"Gentlemen, the honor you have conferred upon me is so unexpected that I cannot find appropriate words with which to thank you, with which to reply to the eloquent address you have just read to me. Rest assured, however, that I fully understand and sincerely appreciate the motives that have prompted your present action, and that your words, which have sunk deep in my heart, shall be faithfully repeated to the President, to Admiral Dewey, and to the American people, from whom I am sure that they will meet with full and generous response. A little over a month ago the world resounded with the praise of Admiral Dewey and his fellow-officers and men for a glorious victory won by the American Asiatic Squadron in the Bay of Manila. To-day we have the news of the brilliant achievements of your own distinguished leader, Gen. Emilio Aguinaldo, co-operating on land with the Americans at sea. You have just reason to be proud of what has been and is being accomplished by Gen. Aguinaldo and your fellow-countrymen under his command. When six weeks ago I learned that Gen. Aguinaldo had arrived incognito in Singapore I immediately sought him out. An hour's interview convinced me that he was the man for the occasion, and, having communicated with Admiral Dewey, I accordingly arranged for him to join the latter, which he did at Cavite. The rest you know. I am thankful to have been the means, though merely the accidental means, of bringing about the arrangement between Gen. Aguinaldo and Admiral Dewey which has resulted so happily. I can only hope that the eventual outcome will be all that can be desired for the happiness and welfare of the Philippinos. My parting words to Gen. Aguinaldo were: 'General, when you have proved yourself great, prove yourself magnanimous,' and from the generous treatment that we understand he has accorded to the Spanish prisoners taken in the recent fight he has done so." [Applause.]

Dr. Santos, then addressing his fellow-countrymen, (Paysanos,) called for successive vivas for the President of the United States, for Admiral Dewey, and for Consul General Pratt; for England, the "nation hospitalière," and for the editors of The Singapore Free Press and Straits Times. Consul General Pratt called for "vivas" for Gen. Aguinaldo and the Philippino people.

Mr. Spencer Pratt subsequently presented an American flag to Dr. Santos, for the Philippino deputation. "This flag," he said, "was born in battle, and is the emblem of that very liberty that you are seeking to attain. Its red stripes represent the blood that was shed for the cause, the white the purity of the motive, the blue field the azure of the sky, the stars the free and independent States of the Union. Take it and keep it as a souvenir of this occasion."

On receiving the flag from the Consul's hands, Dr. Santos called for three cheers for the American Nation, waving the flag on high, and stating that the Philippinos would always cherish this emblem, which would be preserved for future generations to look upon with pride.

A band of Philippino musicians was in attendance and played a selection of music, including some very pretty melodies of their native land.

This interesting ceremony terminated about 6 P. M.

# PROGRESS OF FREE LECTURES.

Dr. Henry M. Leipziger, Supervisor of the Free Evening Lectures to the People, has issued his annual report upon the progress of the lectures. The report shows that the lectures were divided into five courses, beginning Oct. 18, 1897, and closing on May 1, 1898. The lectures were delivered at forty-one different places, this being seven more than in the previous year.

A portion of the report reads as follows: "The total attendance was 509,571, an increase of 82,544 over the previous year. The increase was due to the opening of new lecture centres and to the fact that the lecture season began a little earlier than usual and continued one month longer than ever before, but the attendance is still remarkable when it is borne in mind that the lectures opened during an exciting political campaign and closed while the country was involved in war. Worthy of consideration, too, is the fact that the subjects of the lectures have been more serious in their nature than in former years, and a larger percentage were unillustrated."

Speaking in relation to the increase in attendance the report continues: "The tenth season of the free lectures has closed. Beginning tentatively in 1889, the total attendance gathered was a little over 20,000. During the season 1897-8 there were more than 500,000 auditors. The free lecture course can therefore be said to have become a permanent provision for adult education. Considering the fact that the population of our city is so largely composed of immigrants, who still speak their mother tongue, I would suggest the giving of some lectures on such topics as general sanitation, the laws of health, and the history and government of the United States in the foreign languages. The three languages which I would select would be Italian, Hebrew jargon, and German. The Italian, in particular, needs to be taken out of his class, and in those parts of the city where there are what may be termed Italian settlements such lectures as I have described would be productive of great good.

"It is worthy of record that as a result of the success of the free lecture movement in this city other cities have been stimulated to 'go and do likewise.' Boston and Chicago have recently established such courses."

**International Cricket Contest.**

The annual international cricket match between the United States and Canada has been arranged to take place this year on the grounds of the Merion Cricket Club in Philadelphia on Monday and Tuesday, Aug. 29 and 30. Canada has won the game for the last three years, and in 1894 the contest was drawn. The team will be selected by the Associated Cricket Clubs of Philadelphia.

# ECHOES FROM THE LINKS

## Shinnecock Will Absorb Most of the Golfing Interest During the Week.

## PLAYERS BUSY AT SARATOGA

### An Interesting Team Match to be Played To-day Between Representatives from the Cotton and Coffee Exchanges.

Golf during the present week will practically be centred at Southampton, so far as the local golfers are concerned. The big invitation tournament of the Shinnecock Hills Golf Club will begin to-morrow and continue through the week. The club has made ample preparations for entertaining a large number of prominent players, and there is every indication that the tournament will be a successful and enjoyable affair, both from a golfing and a social standpoint.

The absence of the Baltusrol team, with its able players, Toler and Tyng, removes an element of interest which will be deeply regretted by all who go to the tournament. The fine golf that both Toler and Tyng are now playing naturally suggested some close and exciting games, but business duties suddenly prevented either from going. They regret the enforced absence as much as anybody else. There will, however, be no dearth of good golfers. Walter J. Travis, who is fast looming up as a most dangerous competitor in the coming amateur championship, will be there. He will also act as Captain of his Oakland Club team, which will be a strong one, consisting of Foxhall Keene, Herbert M. Harriman, and F. F. J. De Raismes, besides Travis. The Richmond County Country Club will probably be the only one on Staten Island sending a team. The four will be James Park, Otis L. Williams, W. W. Lowrey, and W. Schuyler. George E. Armstrong of the Cricket Club will not be present, nor will John Chadwick, the Cricket Club golf champion.

**Miss Hoyt Playing Well.**

Miss Beatrix Hoyt, the woman champion of the United States, is playing excellent golf now on the Shinnecock links, and showed the other day that she is still in the top class by making a new record for the woman's course—81 strokes. She held the record at 84 strokes at the time.

Golf is now showing considerable activity in Saratoga, and the club will give an open tournament late in August. A cup has been offered by John A. Manning for a series of matches by women. Eight games are to be played, and the different victors will then have a final match of their own on Sept. 14 and 16, and the winner of this contest will take the cup. Some of the good players are Mrs. H. M. Livingston, Jr., Miss Foos, Miss Manning, Mrs. A. M. Ide, Mrs. J. Huyck, Mrs. Story, Miss Ritchie, and Miss Minor.

One of the prominent Saratoga golfers this year is Jasper Lynch, who holds the championship of the Lakewood Golf Club. He played at No. 1 on the club team, but, notwithstanding this, the Saratoga team of nine players was defeated last week for the third time by the Mount Anthony Golf Club of Bennington, Vt. The match was held on the Bennington links, and the home team won by 25 holes to 8. The Saratoga team consists of Jasper Lynch, H. M. Livingston, John B. Yates, William Manning, George Smith, Murray Shoemaker, E. C. Huyck, W. M. Marvin, and E. Murray Green.

**A Good Golfer in Vermont.**

The Mount Anthony golfers evidently have some strong players, for they have been very fortunate thus far in winning victories from the clubs around them. They recently defeated the Equinox golf team of Manchester, Vt., and have a number of matches scheduled for the remainder of the season. Some of their best players are Philip B. Jennings, George Wellington, George Worthington, Sayre McLeod, James C. Colgate, Fred B. Jennings, W. Robinson Swift, T. K. Wellington, and H. L. Sprague.

The Equinox Golf Club has for its Captain a prominent Brooklyn golfer, Dr. Clark Burnham, who is spending his Summer in that locality. Dr. Benham is one of the rising golfers in the Dyker Meadow Club, and has competed with considerable success in the club's recent tournaments. Harry R. Sweny of the Albany Country Club, and a frequent competitor in the New York Club tournaments, is playing for the Summer on the Equinox team. Harry Rawlins, who assisted his brother Horace at the Ocean County Club, Lakewood, during the Winter, is the professional for the Equinox Club this Summer. He holds the record for the nine-hole course—36 strokes.

A match that was arranged very suddenly last week, but which will be productive of considerable interest, will be played this afternoon between the golfing members of the New York Cotton and Coffee Exchanges. The game will be held on the links of the Staten Island Cricket Club. The teams, as they will probably play, are: Cotton Exchange—William Witherspoon, J. E. G. Higgins, J. T. Gwathmey, L. Hopkins, J. Holder, and F. H. Wiggin; Coffee Exchange—S. H. Dow, H. W. Banks, Jr., A. Reamer, R. St. George Walker, J. J. O'Donohue, and William Bargue.

**New Captain for Nutley Club.**

S. H. Dorr has succeeded Alpheus Geer as Captain of the Nutley Golf Club team, the latter finding it impossible to devote the necessary time to the work. The team has been quite successful in its competitions this season, and the club promises to turn out some able golfers. The members from whom the club team is generally picked are A. H. Larkin, Marc Michael, Alpheus Geer, S. H. Dorr, E. Morgan, Jr., Dr. F. R. Goddard, C. J. Clark, Jr., J. V. Bouvier, Jr., W. J. Berg, H. M. Libbey, H. G. Chur, George H. Young, Arthur Hoeber, and George W. Gladwin.

The first series in the club competitions by the members of the Marine and Field Club, near Bath Beach, for the President's Cup has just finished, and the victors are Percy S. Mallett, who scores three points; J. T. Gwathmey, two points, and E. C. Lockwood and William K. Brown, each one point. The second series of contests is now under way.

Albert G. Jennings has offered two cups for a bogie handicap competition among the members of the Weo Burn Golf Club, at Noroton, Conn. The contest is to close Aug. 15.

**Floating Hospital Crowded.**

The Floating Hospital and the Seaside Hospital are now taxed to their utmost, and are greatly in need of funds for their support. Hundreds of babes and little children, who without these hospitals would succumb to Summer heat and ailments, are daily received and treated. The eleventh trip of this season of the Floating Hospital was given on Wednesday, July 20, by Mrs. William E. Chisholm, when 1,554 patients were carried. Among the guests on this trip were Miss Helen M. Gould, Mrs. Charles C. Worthington, Mrs. William Usher Parsons, Mrs. Homer Foot, and Miss M. Virginia Orton of Irvington-on-Hudson, Mr. George P. Ludlam, Superintendent of the New York Hospital, with fifteen occupants of the children's ward of that institution; Dr. and Mrs. A. Ernest Gallant, and Mr. Oscar P. Melvin.

The cost of the twelfth trip for this season, with 1,565 patients, given on Thursday, July 21, was met by a contribution of $250 from Mr. Timothy Hogan. Some other recent contributions are: Mrs. J. T. Murray, $25; Young Ladies' Card Club of Brooklyn, $6.25; Workers in the Vineyard, $5; In Memoriam Harry L., $10; part of the proceeds of a lawn fair given by Miss Dorothy Cuthbert Thomas, East Orange, $17.65; Miss Sophie E. Towger, Mizzentop Hotel, $2.25; Advance Circle, King's Daughters, $10; Master John W. and Miss Marian Scranton, Paris, France, $10; Mrs. Henry W. Munroe, Neuilly-sur-Seine, France, $25; proceeds of a fair held by a club of little girls in East Orange, $25; proceeds of an entertainment given by the Loving Link Club at Hotel St. George, Brooklyn, to name a trip of the Floating Hospital, $250.

The Trustees of St. John's Guild plead for the public support of this great charity. Checks should be sent to William R. Warren, Treasurer, 501 Fifth Avenue, New York City.

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**TO READERS GOING OUT OF TOWN.**

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## WHAT THE NATION CAN DO.

Whatever we do with the Spanish territory that we shall have seized during the war it is pretty clear, in the light of our own history, that we shall not give it up for lack of definite constitutional authority to keep and administer it.

We put aside, for the present, the question of what we ought to do and what, on the whole, it will be best for us to do. That is a large question and requires very careful study and all the wisdom we may command. We wish only to point out that the critics who insist that we cannot keep what we may seize because there is no clear provision in the Constitution for managing it are wholly ignoring the greatest event in our history and the one having the most influence upon the principles of our National action. We refer to the war for the Union, with the establishment within the seceded States of Federal authority and their introduction into the Union as it now is. There are other chapters in our history relating the acquisition of by far the larger part of our continental domain which are also instructive, but they have frequently been alluded to. The most important, what the lawyers would call the controlling precedent, is that of the war for the Union, with its sequel of "reconstruction."

When that experienced and very able American statesman and legist, President James Buchanan, declared, in effect, in December, 1860, that no State had a right to secede and that the Federal Government had no right to prevent it, he stated what was the fairest and most logical view of the rights of the States and the Union, in the light of the language of the Constitution and the history of its adoption. It is practically certain that while there were members of the famous convention of 1787 who might have maintained that a State did have the right to secede, there was none who would have contended that the Federal Government had the right to prevent it. And up to the Republican victory at the polls in 1860 we doubt if any statesman of authority would have dared to say that a seceding State could be made by force to remain in the Union.

Within one year of the declaration of Mr. Buchanan secession by ten States had actually been made, Federal authority within their borders had been completely extinguished, they had formed a confederation of their own, exercising every function of a national union. Within four years more these States had been conquered by the armies of the Federal Government, the Government of the Confederacy had been destroyed, its territory had been seized by force of arms, and the affairs of the various States were administered under the sole authority of the Federal Government. For the secession and for the conquest as such there was not in the Federal Constitution of the United States a line giving what could be called positive authority, while authority derived from inference would, in the previous generation, have seemed to any careful judge, to say the least, extremely doubtful. And the process by which this tremendous result was brought about had its beginning in an enterprise which, viewed in the light of the consequences, seems now almost ludicrous. It was declared in the proclamation of President Lincoln calling out the militia of the several States that they would be used "to repossess the forts, places, and property seized from the Union." The chief of these forts was in Charleston Harbor; the attempt to "repossess" began on the Potomac, and when Charleston was reached the Constitution of the United States had been made over. The work of "reconstruction" which followed was in reality a work of construction. The Union we now have was established rather than restored. The Nation we now are began its great career as from a new birth.

The meaning of these facts, as we read them, is that the policy to which the present war may lead will not be fixed by the limitations of the Constitution. What we shall finally decide that we must do we shall find or make the authority to do. The problem presented may be a very great one, with great possibilities for good or evil, but it will not be solved by rules laid down when this Nation held a narrow strip of territory between the western slope of the Alleghanies and the sea. Heaven grant that we shall solve it as wisely, justly, and bravely as our forefathers solved the problem with which they dealt.

## MALICIOUS TAXATION.

There seems to be no doubt that Mr. William Rockefeller has done a public service in protecting his own interests. He has resisted what he regarded as an exorbitant assessment upon his country seat near Tarrytown. His resistance has been so successful that the referee appointed by the Court has reduced the valuation from $2,189,555 to $343,775. That is to say, according to the referee, the property was overvalued by the Assessors of the township more than sixfold.

Of course, so wide a difference as this is not compatible with honesty on both sides. Either the referee's valuation, made with the assistance of experts, is scandalously low, or else the valuation from which Mr. Rockefeller appealed was scandalously high. This latter appears to have been the case. The referee has found evidence that the one of the Assessors whose estimate the others had accepted had promised in political speeches in effect to relieve the mass of voters from their fair share of taxation by overtaxing the country seats of rich New Yorkers. Though the Assessor denies this, the referee says plainly that he does not believe him.

If the referee correctly states the facts it is plain that justice is not done when the assessment has been lowered. The Assessor ought also to be punished. This should be practicable if the proof of express malice can be made. And, indeed, malice can fairly be presumed from so outrageous an overvaluation as was made in this case and stuck to in spite of protests. It is plain that the mere cost of such a country place as Mr. Rockefeller's cannot be taken into account in estimating its value for taxation. It is an article of luxury made to order for the owner, representing his notions, and of comparatively little value to anybody else. For this reason a very extensive and sumptuous country place is apt to be known as "So and So's folly." The value of it for taxation is not what it may have cost the owner, but what it would be worth to a purchaser who did not share all the peculiarities of the owner's taste—its market value. But even if the cost were taken as the basis of taxation it seems that Mr. Rockefeller's estate has been outrageously overvalued, and that the assessment is twice if not three times the outlay upon it.

What has been done in Westchester County with gross and cynical impudence is what is done in a less flagrant way in every rural community in which city people have "places." These people feel that they are made to pay more than their fair share of the expenses of government, and that the "natives" and permanent residents are favored at their expense. The local government represents the natives, and the taxation of the property of the Summer residents is really taxation without representation. The same discrimination has long been exercised upon a large scale against the City of New York and in favor of "up the State." In this case there seems to be no real remedy when an appeal fails to the justice and honor of the Assessors. But the case of Mr. Rockefeller shows that a private taxpayer may obtain redress when the proceedings against him have been marked by lack not merely of justice but of decency or shame. When the inequality is not great, the taxpayers discriminated against commonly prefer to submit to injustice rather than to resist, although the rural communities which thus discourage the acquisition in them of Summer places exhibit themselves in the act of killing the geese that lay the golden eggs. But there is a limit at which patience ceases to be either virtuous or decent, and the Assessors of Mount Pleasant have passed this limit. We should be sorry to believe that there is any community in the State of New York in which an Assessor could increase his own popularity by proceedings so outrageous as those taken against Mr. Rockefeller.

## THE COST.

Suppose a corporation needed to borrow $2,000,000, and its credit was so good that its 3 per cent. twenty-year bonds would bring 104¼ if sold to the highest bidder.

Now suppose that, instead of selling its bonds in open market at that price, it paid 2 per cent. commission to have them sold at par.

Under the first plan it would get $2,085,000; under the second it would get only $1,960,000, a direct loss of $125,000. As money would be worth at least 3 per cent., it would also lose the simple interest on this sum at that rate for twenty years, which would be $75,000, or a total loss of $200,000.

Multiply the figures of this transaction by 100 and we have the net results of the recent popular loan. The new bonds sold, "on delivery when issued," Saturday at 104¼. The Treasury Department estimates the increased cost of issuing them in the manner adopted at $4,000,000. This is equivalent to a commission of this amount. Add the premium surrendered of $8,500,000 and the interest, at 3 per cent., and we get the net loss to the taxpayers of the United States—$20,000,000.

And the "popular" bonds go precisely where they would have gone under a rational plan. It is a brilliant piece of demagogy.

## GEN. SHAFTER TO GEN. GARCIA.

The letter reported to have been written by Major Gen. Shafter in reply to the one received by him from Gen. Garcia is entirely consistent with the duty of the American General and the proper relations between the two men. Gen. Shafter does not discuss the main question as to the retention of Spanish officials, but contents himself with transmitting a copy of the instructions of his own Government.

Two points are cleared up in the letter which are of interest. It is stated that an invitation was given by Gen. Shafter to Gen. Garcia to accompany him into the town and witness the surrender and was declined. The letter declares that in Gen. Shafter's reports full credit has been given to Gen. Garcia and his "valiant men," and acknowledgment is made of "the great and valuable assistance rendered during the campaign."

It is not easy to see, in the light of this correspondence, what reasonable ground of complaint Gen. Garcia can have, and it is to be hoped that if he does not himself resume co-operation with the American commander his superior, Gen. Gomez, will have the sense to direct him to do so.

## THE MARINE CORPS.

There are other ties than the periodical hobnobbing of the Ancient and Honorable Artillery Company of Boston with the Honourable Artillery Company of London that bind the military of this country to that of England. The United States Marine Corps has in common with the Royal Marines the motto "Per mare per terram"; each corps bears the same device—the globe; and, says Capt. C. C. King of the Royal Military College, at Sardhurst:

> "America alone employs marines in the same manner as England; and they have won, as their British comrades have, the approbation of the naval authorities, and on nineteen occasions the thanks of Congress."

Each corps has suffered contumely from soldiers and sailors; each corps has been called in derision "sea police"; each corps has been maligned by military politicians who sought its disbandment; each corps has been registered as "ever faithful"—from Belleisle to Alexandria, from the fight of the Shannon and the Chesapeake to Guantanamo they have never shrunk from obeying orders which meant death. Their splendid isolation has developed within them an esprit de corps that is unequaled in the military forces of the world.

The Greeks employed marines and knew their value; they called them epibatoe; the Romans, too, organized them as a separate corps, classiarii milites. The first English Army List to mention them was that of 1684, and in 1702 Queen Anne defined to them their unique status and gave them their device and motto. The title "Royal" was added to the corps in 1802 "for its many and varied services during the war." In 1827 George IV. caused the globe device to be surrounded by the laurel wreath for the siege of Belleisle and the word "Gibraltar" was added in commemoration of the services performed there. The complete device of the American corps is now a globe resting on an anchor and surmounted by an eagle.

During the period of sedition culminating in mutiny and bloodshed on board the British men-of-war at Nore and Spithead, from 1797 to 1802, the loyalty of the marines never wavered, even though they had the same grievance as the sailors. Afterward they were publicly thanked by the King. It was then that the Duke of York called them "ever faithful."

The United States Marine Corps ranks with the oldest force in the Government's service, being formed in 1775 for the "publick defense." Its powers were first displayed in the sea fights between the Bonhomme Richard and the Serapis and the Chesapeake and the Shannon. At Derne, in 1803, United States marines first planted the American flag on a fortress of the Old World. For this deed "Tripoli" was inscribed on their colors.

Both the British and the American Corps hold dear hundreds of instances of personal bravery and coolness displayed by their men in the ranks. It was a British marine who calmly saluted as he told Admiral Kempenfeldt that the Royal George was sinking—"The ship is turning over, Sir, and will go down"; it was an American marine who, after the terrible explosion on board the Maine, rushed to Capt. Sigsbee and said, as he stood at attention, "The ship has been blown up, Sir, and is sinking."

It is to be hoped that the military politicians of both countries will allow to live the "ever faithful" corps that have done so much, have so much that is worthy in common, and have been so little understood by the civilian.

## DISCIPLINE OF THE VOLUNTEERS.

From all the cities in the neighborhood of the great camps of instruction which have been formed, from Washington, from Chattanooga, and from Tampa, come the same complaints of the behavior of the volunteers. These complaints are sharpened, in the cases of camps where volunteers have succeeded regulars, by the contrast in the deportment of the two classes of troops. It might have been expected that the regulars would show much license, when on leave and put upon their own sense of propriety. They were in the position in the towns of "Jack ashore," who is proverbially turbulent. They had for the most part been assembled from small and remote posts, where such leisure as they had was very tedious. But in fact they behaved themselves with perfect propriety and showed at once self-respect and esprit de corps. The volunteers, on the other hand, gathered from farms and workshops and the streets of towns, do not manifest either of these qualities, and when they are on leave in the cities behave, as a rule, like hoodlums.

The difference is a striking exemplification of the value of discipline, even when discipline seems to be relaxed. The volunteers, as a rule, it is safe to say, have come from better social surroundings than the regulars, and have had more advantages of education. But in so many instances as to make a rule it is they who act as if in being released from military restraint they were released also from all sense of responsibility or propriety. They are in the case of the recruit in Kipling's ballad:

> 'E's lost 'is gutter-devil; 'e 'asn't found his pride.

The difference is no doubt in great part due to the officers of the respective organizations. It is very difficult to make an American pay respect to mere rank, and quite impossible to make him feel it. If he respects his officers it is because they command his respect, first, by being able to teach him his business, and then by giving him personal examples. His own officers he privately regards as his superiors by luck and not by merit, unless and until they show that they are entitled to command him. More than that, he has not the esprit de corps that comes of membership in a long-established body, and makes him afraid and ashamed to do what will disgrace the regiment. In the organization of the new and really National Guard which is surely coming, these things must be borne in mind. The only guarantee for the good behavior of bodies of citizen soldiery, either on duty or on leave, is their respect for their officers. This cannot be acquired without being deserved. Accordingly, the nucleus of our permanent force for National defense must be a numerous body of specially trained and actually competent officers.

It is stated by the officers of marine insurance companies in this city that the competition by insurers is so "fierce" that they are not likely to make drill and discipline on ships a condition to granting insurance. If this be the case it is a pity, for it is certain that if the insurers would act in common they would be stronger to enforce the condition than any Government could be. But there is no excuse for Governments not requiring the needed precautions. Their authority is unquestioned, and the means at their disposal are ample. Suppose French law gave to every surviving passenger of the Bourgogne and to the heirs of every one lost the right summarily to recover damages unless it could be shown affirmatively by the company that on all their vessels the crew were drilled at stated intervals, say once a week, in their duties in case of disaster. The loss by one such case as the Bourgogne would be far greater than the cost of obeying the requirements of the law for ten years.

## TOPICS OF THE TIMES.

—Some of our esteemed contemporaries have made a specialty of publishing letters written by naval officers and giving accounts of the work on the Cuban coast. After a careful consideration of these letters it is safe to say that the best newspaper correspondent is a plain, every-day reporter. In their accounts of the destruction of Cervera's fleet, our naval correspondents have succeeded in making themselves thoroughly ridiculous. The first accounts of the fight, written by reporters, who were obliged to take most of their information at second hand, said that the Gloucester fought two torpedo boat destroyers, and sank or disabled one of them all by herself. Since that time letters from officers on every one of the ships in our squadron—or interviews with the officers—have been published. According to these officers, the Gloucester achieved practically nothing. And no wonder. It took a twelve-inch shell from the Texas, a six-inch shell from the Iowa, a six-inch shell from the Oregon, and a four-inch shell from the New York, to sink that torpedo boat destroyer. In other words, she was the hardest nut to crack in the whole fleet, because, in addition to these shells, hundreds of rapid-fire projectiles hit her. The only conclusion to be drawn from the remarkable accounts of this thing, given by our naval officers, is that they are either finer shots with the long bow than with guns, or they cannot see as accurately as a Park Row reporter in his second week in the business. The publication of the official report, in which it is made to appear that the five-inch guns of the Brooklyn hit the big cruisers more often than the guns of any other ship, will not be taken as throwing any additional light on this vexed question, though no doubt the claimants on Commodore Schley's flagship will hold that it is corroborative evidence in their favor.

—The announcement that the ladies of a European Court have been thrown into a state of consternation because the female occupant of the throne has forbidden them to smoke cigarettes in her presence will cause a shudder of horror among those who regard smoking among women as akin to drunkenness. But it is possible that in certain European Foreign Offices this ukase of the Czarina will occasion considerable thought. One would have supposed that in these days, when Russia is preparing to intimidate England by the adoption of a naval programme of alarming proportions, the Czarina, who is the favorite granddaughter of Queen Victoria, would have hesitated to doing anything to increase the natural Russian hatred of her country. She ought to have known that behind her back the ladies of her Court would say, "The hateful thing! What could one expect of an English prude, anyhow?" And then these ladies will set about fomenting further the ill feeling of their husbands and lovers for the English. For all cigarette smokers know that to be deprived of one's cigarette is the most inhuman of all tortures. However, the English War Department probably sees its way toward making deadly use of the Czarina's order. If the ladies of the Court may not smoke in the presence of their mistress, they will undoubtedly smoke all the more in the privacy of their own apartments. Furthermore, out of secret dislike for their English-born Czarina, the whole Russian people will smoke more cigarettes than before. If now the English can contrive to introduce into Russia, under a false stamp, an English-made cigarette, they will succeed in undermining the Russian constitution and destroying the children of the Little Father who sits on the banks of the Neva more surely than they could with twelve-inch shells. For there is nothing more deadly than the contents of an English tobacco store.

—It is to be hoped that the Seawanhaka-Corinthian Yacht Club will succeed in winning back this year its international trophy for small yachts, now held in Canada. The little yacht chosen as the American champion is called the Seawanhaka, and she has beaten her most formidable competitor, the Akabo, in a most decisive manner, while the Akabo in Friday's race of the Corinthian-mosquito fleet made such a show of the Mongoose as to inspire the hope that the young Messrs. Crane have this season turned out an exceptionally fast boat. But they have winning ways up on Lake St. Louis.

## PERSONAL.

—William F. Doll has naturally come in for a good deal of harsh criticism because of his attempt to have the Speedway thrown open to bicycle riders. Nevertheless, he is the exponent of a feeling which is not so circumscribed as might be supposed. It is perfectly natural that many riders of the bicycle should desire the opportunity to test their abilities to get high speed out of their vehicles. When a man has a fast horse, he likes to ride behind him frequently at a fast pace. It is not in human nature to be content invariably to drive a trotter at a jog. No more is it to be expected that a man who can ride a wheel at a three-minute gait or better will always be satisfied with a six-mile-an-hour rate of progress. The wheelman has no place in the streets of the city where he may ride fast. The Nemesis of scorchers, the bicycle policeman, is always on his track. No wonder he seeks for a road upon which he may pedal his best. But, unfortunately, it was plainly the intent of the act under which the Speedway was constructed that it should be a place for the fast movement of the American trotting horse. Even though the wording of the law be such that the bicycle as a vehicle may find a gateway of admission to this road, the history of the movement shows that the Speedway was built for the use of the owners of fast trotting horses. To allow bicycle riders to use the road would be to nullify the intent of the law, for it would manifestly be extremely dangerous for horsemen to drive fast on the Speedway if it were used by wheelmen. The horsemen would be continually running the wheelmen down, and, no matter on whose side the fault lay, the burden of damage would be suffered by the bicycle riders because of the greater frailty of their vehicles. The result would be, in the course of time, that the horsemen would either be driven from the Speedway altogether or would no longer justify the large public expenditure made in building it. The solution of the problem seems to be in the setting aside of some suitable stretch for the privileged performance of scorchers.

—All hail Commander William G. Randle, United States Navy! Likewise all hail Chief Engineer John Walls, United States Navy! These are good men and true, and they have just been ordered to the United States auxiliary cruiser St. Louis. It is probable that they will not find themselves in unfamiliar quarters. Commander Randle has many and many a time stood on the bridge of the St. Louis and shaped a course on which she was to show what speed an American ship could make between two ports on opposite sides of the Atlantic. He used to be called Capt. Randle in those days, and people going to Europe thought it a privilege to sit at his table in the dining saloon. Commander Randle will still hold the St. Louis to her course, but it will be a course on the heels of the flying Don, and when the good ship's new five-inch guns speak Commander Randle will smile a smile of content such as he never knew even in the good old days when the St. Louis smashed the Southampton record. As for Chief Engineer John Walls, he has not changed either berth or title—only his uniform. There is not a bolt, a nut, or a pipe in the St. Louis that he does not know by name, and when she has turned her propeller up to the tune of twenty-one knots an hour he has been on the engine room platform to tell the force how it was done. And when the St. Louis chases the flying Don, Chief Engineer John Walls will take good care that the record and the Don are smashed at one and the same time. Commander Randle and Chief Engineer Walls have been on the St. Louis ever since she has been in the service, but they have just acquired naval titles, which they honor in wearing.

—Adelina Patti, the famous singer, is now fifty-five years of age. She has been twice married and once divorced, and was recently made a widow by the death of her second husband, Signor Nicolini, the tenor. In spite of all this, she preserves in a marvelous manner much of her pristine beauty of voice, and she has lately sung in London so admirably that the public and newspaper enthusiasm knew no bounds. She attributes the preservation of her powers to the care she has given herself. The average life of a great singer's voice is said to be fifteen years. Mme. Patti made her début in grand opera at the Academy of Music in this city in November, 1859, and has been singing continuously ever since.

## CURRENT NOTES.

One branch of the City Council of Kansas City, Mo., has voted to change the name of Ord Street to Dewey Avenue. The avenue to be honored thus is three blocks long.

* * *

There are mines and mines. Successive headlines in a Philadelphia paper the other day read: "Santiago mines to resume," "Delaware River mines to be removed."

* * *

Capt. Jonathan Norton, reputed to be just closing his one hundred and first year, aided in raising the Stars and Stripes on a new eighty-foot pole in the public park in East Lee, Mass., after the surrender of Santiago.

* * *

A special prayer for peace has been prescribed by Bishop Bradley of the Roman Catholic Diocese of New Hampshire, to be offered at the close of the service at all the Sunday masses until the end of the war with Spain.

* * *

As The Sag Harbor Corrector tells the story, a native of the village, accosting a well-known banker having a Summer residence there, exclaimed: "See here, I was told you called me the biggest fool in the place." "Not at all," responded the banker, as he resumed his way, "I don't limit you."

* * *

Some Chicago men have announced their intention to open a big department store in Havana just as soon as the Stars and Stripes wave over it. They have taken the name of the Cuban Trading and Improvement Company, and their project includes the establishment of a real estate business and a bank.

* * *

Alexander Hoag and his wife, Margaret, celebrated in Salamanca July 20 the sixty-second anniversary of their marriage, having around them all their nine children, the oldest sixty-one years of age and the youngest forty-two. The father and mother were born in Ireland; one is now eighty-three years old, the other eighty-four. There are sixteen grandchildren and five great-grandchildren. The only deaths that have occurred in this remarkable family in the sixty-two years are two grandchildren and one son-in-law.

## WHAT THE MONROE DOCTRINE IS.

*To the Editor of The New York Times:*

It is certainly very strange that there should be so much misapprehension of the true meaning of the Monroe doctrine. That Prof. Goldwin Smith, an Englishman, should hold to the definition given in the Encyclopaedia Britannica, and held perhaps generally in Europe, is natural, but that a Justice of our highest court, an ex-Attorney General, and certain clergymen and editors in this country should publicly claim in substance and effect that the freeing by us of the Philippine Islands from the power and control of Spain, with which we are at war, would be tantamount to the abandonment by us of the Monroe doctrine, and preclude us from thereafter objecting to the introduction into this hemisphere by European powers "of their system" or interference by them with our affairs, is almost beyond belief.

In reply to such misleading and pernicious teaching, nothing more should be necessary than a quotation from the Century Dictionary of the true American definition and understanding of the doctrine, which is as follows:

"Monroe Doctrine. In American politics the doctrine of non-intervention of European powers in matters relating to the American Continent. It received its name from statements contained in President Monroe's annual message to Congress in December, 1823, at the period of a suspected concert of the powers in the Holy Alliance to interfere in Spanish America in behalf of Spain. The following are the most significant passages in the message: 'We could not view an interposition for oppressing them (the Spanish American republics) or controlling in any other manner their destiny by any European power in any other light than as a manifestation of an unfriendly disposition toward the United States.' 'The American continents should no longer be subjects for any new European colonial settlement.'

"The only thing which the Monroe doctrine really contains is the intimation on the part of the United States of a right to resist attempts of European powers to alter the constitution of American communities."—G. P. Fisher, "Outlines of Universal History," P. 602. Century Dictionary, Monroe Doctrine.

To this may be added the definition given in Johnson's Universal Encyclopaedia, written by ex-President Woolsey of Yale College, as follows:

"Monroe Doctrine.—This name has been given to a declaration of the policy of the United States in regard to the interference of European powers in the political affairs of the American Continent, made by President Monroe in his message to Congress in 1823." Speaking of its origin, he says: "It was by his influence [Mr. Canning's] that the English Government was led to take energetic measures against the absolutists' principle of interference in preventing revolution and all political changes proceeding from the people in opposition to the rulers," and "the British Government is understood to have suggested to the United States the policy of making some protest against such interference in the affairs of the American States, or Colonies." This suggestion was carried out by the declaration by President Monroe "that we should consider any attempt on the part [of the allied powers] to extend their system to any portion of this hemisphere as dangerous to our peace and safety," and "that we could not view any interposition for the purpose of oppressing Governments [on this side of the water, whose independence we had acknowledged,] or controlling in any manner their destiny by any European power in any other light than as a manifestation of an unfriendly disposition toward the United States."

The foregoing definitions, as well as the message itself and the circumstances under which it was delivered, show that the declaration by Monroe was in support of popular rule, or self-government, as established by us and Spain's rebellious subjects in this hemisphere, as against the absolutist or monarchical systems of Europe. As between these two systems, England was not, even then, and notwithstanding her own form was monarchical, willing to be classed in support of the former, and we know this is also her position to-day. The right of the American republics to support in any part of the earth justice to peoples as against their rulers—to support the right and liberty of self-government as against rule by monarchical force and fraud—was never proposed to be surrendered by President Monroe. He had no authority to make such a surrender, for the right is one God-given to individuals singly, and is inalienable by them. The mistake is in assuming that the doctrine had relation to acquisitions of territory merely, and not primarily to human liberty and self-government, as then existing in this hemisphere.

Viewed as a mere grabbing of territory, no doubt it is fair inference that if we deny that right in this hemisphere to Europe we should be held to have waived the right to grab territory over there. But the doctrine is much more than this, as shown above.

Whether it is advisable for us to undertake to govern a people so far from our base or to be responsible for their discreet conduct amid the rivalries of powerful European monarchical commercial nations is another question. No doubt England would support our good intentions as to their Government, and, probably, Japan also, and yet it would be well to know this in advance of undertaking to aid the Philippines to attain self-government, for that must be our mission and final aim unless we belie our own principles. S.

New York, July 23, 1898.

## DISSENTS FROM M. RIVIER.

*To the Editor of The New York Times:*

In your valuable issue of this morning under the head, "A Belgian Publicist's Opinion," you refer with approval to the views expressed by M. Alphonse Rivier "on the legal aspects of our intervention in the domestic affairs of Spain," and quote him as saying: "Should my neighbor's house be in flames, and should this neighbor be unable or incapable of putting out the fire, I would certainly invade his premises." With the utmost respect for M. Rivier it seems to me not improper to say that the question involved is not as to what he or any other person would do in the supposed case, but what the law would uphold him in doing. And if he, or any one on his behalf, replies that the law would justify him in so invading his neighbor's house, I would respectfully ask that the proper authority be cited by book and page. I think we must agree that in such weighty matters loose opinions should be avoided.

But assuming that M. Rivier would have the law with him in the case supposed by him, I submit that the case presented in our action toward Spain is quite different, and supposing M. Rivier to be the owner of the house in flames, and that his neighbor, with a body of retainers, should invade his house, not to aid him in extinguishing the flames, but for the avowed purpose to driving him out and keeping him out of it that his neighbor might do with it as he thought best, what would M. Rivier conceive to be his rights in the case, and what would he suppose the law would say of his neighbor's course of proceedings? His neighbor, if he gave formal expression to his views, might say: "Resolved, That it is my duty to demand, and I do hereby demand, that M. Rivier at once relinquish his authority and government in his house, and withdraw his family, his tenants, and all his forces from such house and its vicinity, and I, having armed and equipped all my employes, (of which I have not a few,) command them to enforce this, my resolution."

For this would he not have a precedent—an isolated one, I think—in the resolutions of Congress passed April 18 and 19 in answer to the President's request for directions in respect to the Cuban question? Has reason had full and free scope in our action toward Spanish authority?

Q. McADAM.

Nyack, July 22, 1898.

## CAPT. CODMAN'S SUGGESTION.

*To the Editor of The New York Times:*

I am not asking questions in a captious spirit. Was it not asserted, in the declaration of war, that it was to be waged in the name of humanity, and for the purpose of giving liberty to the inhabitants of Cuba, and, moreover, that no territorial aggrandizement was intended? We distrusted Spain when she offered the islanders autonomy, with the sole condition that the Spanish flag should still wave as that of Great Britain waves over Canada. It was probably justly feared that a fair vote could not be obtained with Spanish methods, and, besides, we objected to any Spanish rule either real or nominal; but now the presence of our army has changed this condition. What is there to prevent an armistice and a joint American and Spanish commission to superintend the polls? Spain might accede to this proposition with honor, and it might be carried out now as well as after more fighting. Its offer would test the sincerity of the Americans as well as of the insurgents. The former would gain all they asked for in the beginning of the war, and, although the latter might not come into the control of the Government, they would gain all the liberty to which they are entitled.

JOHN CODMAN.

St. Denis Hotel, New York, July 23, 1898.

## HOBSON'S FEAT.

*To the Editor of The New York Times:*

Allow me to express a view of Lieut. Hobson's feat of arms differing from that contained in your editorial of this date, on his sinking of the Merrimac. The Times says: "His project came to nothing by reason of the failure in the one point in which success might have been reckoned as almost certain. The rudder of the Merrimac was disabled by shot, and so she could not be swung exactly across the channel at exactly the proper place. Admiral Cervera's squadron was able to come out, one by one, when it was ready, although it came out to certain destruction."

I wish to suggest that, since by the sinking of the Merrimac in the channel, though not exactly as Lieut. Hobson designed, Admiral Cervera's ships were forced to come out one by one, if at all, the American fleet was enabled to concentrate its fire on each ship in succession, and so carry out the ancient maxim of war, to destroy the enemy in detail.

If the exit from the harbor of Santiago had been entirely unobstructed, would it not have been possible for the Spanish Admiral to take out his ships in such order that the fire of the American fleet must have been a distributed, instead of a concentrated, one? And would not the chances of escape for each individual ship have been largely increased? Such, until better informed, is my personal conviction, and I feel that if the hero of the occasion has really felt any disgust at the comparative failure of his effort to keep the Spaniards in, he may congratulate himself that the heroic daring of himself and his little crew was a determining element in their destruction when they came out. J. R.

Brooklyn, July 23, 1898.

### A Correction.

*To the Editor of The New York Times:*

In The New York Times of last Sunday, July 17, is printed a graceful little poem to Dorothy, signed Gladstone. Some years ago, at the time that Mr. Gladstone published his translation of Horace, Mr. Charles Graves published The Hawarden Horace, in which most clever imitations in meter and allusions of Horace were adapted to various happenings in the life of Mr. Gladstone. One of these, "Ad Dorotheam," was copied at the time in several papers in this country and attributed to the wrong author. The Times is generally so carefully accurate that I send this correction. EDITH L. CHASE.

New York, July 20, 1898.

### Army and Navy.

*To the Editor of The New York Times:*

Why not have a separate command for Gen. Fred Grant and Capt. Alger? Any difficulty as to which should rank the other might be settled by drawing cuts, or by one relieving the other from time to time. Being a believer in inherited qualities, I would prefer to serve under Gen. Fred Grant, for his father was never a malingerer.

As to the navy, in the case of Sampson vs. Schley, let the President substitute Santiago for Gettysburg, and say what Mr. Lincoln said to Gen. Sickles—"There was glory enough at Gettysburg to go all round." MANHATTAN.

New York, July 23, 1898.

### Not Deserving of Patronage.

From The Connecticut Farmer, July 23.

Our people when buying steamship tickets for Europe should not forget that it was the North German Lloyd Company which showed its love for this country by selling one of its fastest vessels to the Spanish Government to be used against us as an armed cruiser. A company which thrives upon our trade at all times, but turns against us in an hour of emergency is not deserving of our patronage.

## NUGGETS.

### Fully Occupied.

"Why don't you get out of debt?"

"I haven't time. It keeps me busy getting in."—Baltimore Jewish Comment.

### Not Enumerated.

A Populist member of the last Legislature heard that the University Geological Survey had issued a work on Kansas fossils, and he sent for a copy to see if it contained his name.—Leavenworth (Kan.) Times.

### Unique.

Dealer in Antiques—The value of that is increased by its being unique; there is not another like it.

Customer—What is the price?

Dealer—They're worth fifty dollars apiece.—Brooklyn Life.

### Tardily Acknowledged.

"What are the graves of Adams and Otis marked by big rocks for?" asked the visitor to the Granary burying ground.

"Because they were bolder men than most of their contemporaries," said the Bostonian, proudly.—Boston Commercial Bulletin.

### Chautauqua Diversions.

"Two Spaniards went up in a balloon. The bolloon burst. What nationality were they when they came down?" asked the conundrum man. "Give it up," grimly responded the stupid man. "One came down a Russian and the other got tangled up in the telegraph wires and came down a Pole," was the response.—Chautauqua Assembly Herald.

## THE NEW "IMPERIALISM."

Robert Burns Wilson in Louisville Courier-Journal.

> "Give us new seas to sail—the cry is, give us new seas to sail!
> New seas to sail, be they never so mad, and we ship in the teeth of the gale;
> For the old seas pall on our souls like death, their deeps and their tides we know;
> The slope of the continents under the brine, and the black ooze-beds below."
> —Song of New Seas.

Advanced, on the deep and tremendous seas, our flag, imperial, flies
Over far-off lands, where the stars look down from the antipodean skies;
Our colors are up, and the conquering blood of the race is aroused, at last;
The Nation awakes with quick answering heart to the sound of the trumpets' blast.

We have broken, at last, from the fettering past the sequestered and gold-rimmed years,
From the slothful lease of a soulless peace and the net of our selfish fears.
We are out of the swaddling clouts, thank God, and into the shining mail,
We have taken our place, in the van of the race; we have found new seas to sail!

It's Greater America—Greater in hope, and greater in heart and mind,
America, fronting the threatening world in the cause of oppressed mankind;
America, slow in wrath, but firm in defense of the rights of men,
With her own strong hands she will anchor the lands by the plan of a larger ken.

Let us not be deceived, we shall not be reprieved, the long battle must be sustained;
It's the Eagle, alone, with the crag for throne, it's a fight till the field be gained.
We must arm and be strong for the righting of wrong, we must bring not woe, but weal;
And we want no drones while we buckle the zones of the earth with our own good steel.

On the Eastern sea, on the ocean West, the sheltering wings shall spread,
And the bristling crest will defend the nest, and the growing brood be fed:
The strong beak, fierce—the eyes that pierce—they were made for days like these;
When the talons, bold, let go their hold, it will be when the Bird shall please.

By sea and crag, wherever our flag, victorious, be unfurled,
It shall stay, if we say, till the judgment day, in spite of the snarling world.
And the wheel will roll to the destined goal of the glorious years that wait;
We will never turn back from the shining track of the heralding stars of fate.

Each rich-wrecked age is a warning page, let our wisdom ponder it well,
For strewn with the dust of the thrones unjust is the easy slope of hell,
With the lesson well learned, with tyranny spurned, with the world and the future to face,
Our measure of might is the cause of Right and the blood of the Saxon race.

We have broken, at last, from the shackling past, we have done with the dawdling years,
With the slothful lease of a selfish peace, the nurse of a weakling's fears;
We are out of the swaddling clouts, and now, we are into the [illegible] mail,
In the van of the race, and, by God's good grace, we have got new seas to sail.

## AMERICA'S FOREIGN POLICY

### The Civic Federation of Chicago Calls a National Conference to Discuss Future Plans.

### WILL BE HELD IN SARATOGA

### Many Prominent Citizens of Every Part of the Country Indorse the Call—Territorial Expansion to be Discussed.

CHICAGO, July 24.—The Civic Federation of Chicago to-night gave out a call for a National conference, to be held at Saratoga Springs, N. Y., Aug. 19 and 20, to discuss the future foreign policy of the United States. The call is signed by over 1,000 representative men from every State in the Union. The call says:

"The undersigned deem it desirable that a National conference be convened at an early day to consider the future foreign policy of the United States. The war with Spain gives promise of the overthrow of Spanish power in Cuba, Puerto Rico, the Philippines, and the other of that country's colonial possessions. The question of what disposition the United States should make of these possessions when peace is reached is none too soon in engaging the thought of our people. This question impresses us as being one of the most serious the American people have had to consider. It is a new question, and one upon which heretofore very little thought has been given by the great majority of the people. Whether the foreign policy of the 'fathers' should be adhered to or departed from is enough to challenge the most serious consideration of our ablest and most thoughtful men. In our opinion this conference should be composed of men from all parts of the country, without regard to party affiliation and irrespective of whether they are for or against a policy of territorial expansion, and men whose ability, position, and character entitle their opinions to the respectful consideration of the people."

The circular letter sent out by Chairman Henry Wade Rogers and Secretary Ralph Measley, asking for signatures, stated that neither the genesis nor conduct of war would be discussed, nor any political cast be given the proceedings, the object being entirely educational. The responses were prompt and enthusiastic. The signers consist of Governors, Mayors, Presidents of Boards of Trade, Presidents of colleges, lawyers, Presidents of banks, labor leaders, leading clergymen, and manufacturers. While only individual names were asked for, a great many organizations authorized their Presidents to sign officially. Among the signatures are the following:

Indianapolis, Ind.—James A. Mount, Governor.
Philadelphia—John H. Converse, J. F. McBride, Secretary National Labor organization.
Pittsburg—George Kelly, Vice President of Chamber of Commerce.
Erie, Penn.—Robert Saltsman, Mayor.
Harrisburg, Penn.—Edward Bailey.
Williamsport—James Mansel, Mayor.
Carlisle—George E. Reed, President Dickinson College.
Reading—Jacob Weidal, Mayor.
Boston—Ex-Gov. Brackett, Rufus G. Flanders, President of Board of Trade; T. Jefferson Coolidge, William Endicott, Jr., Robert Treat Payne.
New Bedford—Samuel Ross, Secretary of Cotton Spinners' Association.
Williamstown—Franklin Carter, President of Williams College.
New York City—Carl Schurz, W. H. Parsons, Vice President of Board of Trade; Prof. N. M. Butler, Henry White, General Secretary Garment Workers of America; Chancellor MacCracken, New York University; Bishop Potter, the Rev. R. S. MacArthur, W. H. Wiley, Charles H. Eaton, D. D.; R. Heber Newton, D. D.
Brooklyn—John Phillips, Secretary of United Hatters; Richard S. Stone, D. D.
Buffalo—Mayor Diaehl.
Syracuse, N. Y.—Chancellor Day.
Schenectady, N. Y.—Charles C. Duryea, Mayor; F. N. Raymond, Union College.
Chicago—H. N. Higinbotham, Melville E. Stone, Ferd. W. Peck, United States Commissioner to Paris Exposition; Zena R. Carter, President Board of Trade; William R. Harper, President Chicago University; Henry Wade Rogers, President Northwestern University.
Peoria—John Warner, Mayor; R. H. Morrissey, Grand Master Railroad Trainmen.
Jacksonville, Ill.—John E. Bradley, President Illinois College.
Cincinnati—Archbishop Elder, Jacob J. Schmals.
Oberlin, Ohio—A. A. Wright, President Oberlin College.
Columbus, Ohio—D. F. Gray.
Milwaukee—D. Vance, President Chamber of Commerce; Edward D. Eaton, President Beloit College.
Louisville, Ky.—F. N. Hartwell, President Municipal League.
Covington, Ky.—Bishop Maes.
Denver, Col.—Alva Adams, Governor.
Detroit—Bishop Ninde, William G. Sperry, President Olivet College.
Los Angeles, Cal.—P. M. Daniel, President Board of Trade.
San Diego, Cal.—George M. Hawley, President Board of Trade; Martin Kellogg, President State University.
Salem, Oregon—Gov. Lord.
Omaha, Neb.—Edward E. Rosewater, editor Bee.
Lincoln, Neb.—Silas A. Holcomb, Governor; George E. McLean, President State University.
Minneapolis—Cyrus Northrop, President State University.
Jersey City—John A. Blair.
Atlanta, Ga.—T. B. Neal, President Chamber of Commerce.
St. Louis—Bishop Daniel S. Tuttle.
Washington—Samuel Gompers, President American Federation of Labor; Wallace Radcliffe, D. D.; Samuel H. Green, D. D.
Dover, Del.—E. D. Tunnell, Governor.
Memphis—F. W. Brode, President Merchants' Exchange.
Nashville—S. H. Dudley.
Topeka, Kan.—F. D. Fuller.
Montpelier, Vt.—Josiah Grout, Governor.
Charleston, West Va.—G. W. Atkinson, Governor.
Cheyenne, Wyoming—William A. Richards, Governor.
Columbia, S. C.—W. H. Ellerbee, Governor.
Baltimore, Md.—Conway W. Sams.
Salem, Va.—Julius Dreher, President Roanoke College; E. L. Reno.
Oklahoma—John P. Dille.
Salt Lake City—Richard B. Shepard.
Spokane, Washington—George S. Brooks.
Seattle, Washington—C. H. Clarke.
Nashua, N. H.—David A. Gregg.
New Orleans—Thomas D. Boyd, President State University.
Providence, R. I.—Henry M. King, D. D.
Reno, Nevada—J. E. Stubbs, President State University.
Natchez, Miss.—A. G. Campbell.
New Haven, Conn.—Max Adler.
Moscow, Idaho—F. B. Gault, President State University.
Sioux Falls, S. D.—W. H. Jordan, D. D.
Tallahassee, Fla.—George B. Reney.

A Committee on Arrangements, consisting of representative men in different parts of the country and representing different phases of the questions to be discussed, will be announced in a few days.

## NARROW ESCAPE OF EXPLORERS.

### A Government Party Hurled Over a Precipice on a Raft.

TACOMA, July 24.Mr. Pope, just arrived from Valdes, tells of a thrilling escape from death of a Government Copper River exploring party last May. Pope lost his outfit while making his way from Valdes to Copper River. He then joined five members of the Government expedition in an attempt to locate a Summer route to Copper River along an alleged Russian trail across the Alaskan range.

Crossing the divide to Tasmonia River, they veered eastward to the headwaters of Low River, which they followed down to its Grat Box cañon, through which waters of a large basin are drained into Prince William Sound. This cañon is six miles long, with crooked turns and grantie walls hundreds of feet high.

The Government party built a raft and started through the canyon May 27. Near its centre they suddenly turned a bend and dashed over a sixteen-foot waterfall. The raft struck a rock below and broke in pieces. Pope struggled to the right bank, where, wet to the skin, he spent four cold, rainy days, without food, gazing up at the perpendicular cliffs, and hoping that his companions, if saved, would come back and let ropes down and rescue him. Finally in desperation he made a ladder by tying bushes together with strips of his clothing. By fastening this to snags and rocks he climbed upward 1,500 feet, knowing that a single misstep would dash him to death. The day after reaching the top he wandered into Valdes, nearly dead. His companions, who were carried down stream on pieces of the raft, believed he had been drowned.

#### Murat Halstead's Condition.

CINCINNATI, July 24.—The Commercial Tribune will print to-morrow a telegram from Robert Halstead, in New York, conveying the latest intelligence that his father, Mr. Murat Halstead, is convalescing at Honolulu; that the fever by which he was detained there was mild, and that he will shortly resume his trip to the Philippines and perform the duties of his mission in those islands.

## IN FOREIGN LANDS.

M. CAVAIGNAC BLOWING THE EMBERS.—The journals of Paris, with the exception of the Ministerial press and the Socialist organs, are roundly abusing the Brisson Cabinet for stirring up the Dreyfus scandal when one of the first declarations of the new Premier was that the case was closed. The reading of the Dreyfus documents in the Chamber by M. Cavaignac the other day made all the fuss. The organ of ex-Premier Méline, La République Française, in an editorial article calls M. Cavaignac naïf, and declares that he is giving the Dreyfusians the very excuse they have been waiting for to place this case once more before the public, thereby endangering the public peace. It continues, ironically: "If he (M. Cavaignac) wishes by fresh documents to prove that Dreyfus was justly condemned, he is obliged to submit them to the examination of those with whom in reality he discusses and pleads, and if, after having, as it were, admitted that the verdict of condemnation does not in itself suffice, he intends to support it only by his own conviction based on subsequent documents, of which he alone is able to judge the value, he cannot possibly expect to force that conviction on the traitor's friends." It seems that Col. Picquart, whose arrest was announced the other day, is to be tried on a charge of revealing the contents of documents in his keeping to unauthorized persons. This, of course, refers to the revelations made to MM. Zola and Scheurer-Kestner by the Colonel while at the head of the Secret Service, which tended to show that Esterhazy and not Dreyfus was the writer of the bordereau. It is the crime for which Col. Picquart has already been punished, according to the verdict of a military court. The charge is brought by the Minister of Justice, who has caused the Procureur Général of the Court of Appeal to make out the indictment. This can only mean that the trial of Picquart will take place in open court at the Assizes. Some of the opposition press are accusing the Government of having trumped up the charge again, this time in its civil aspect, in order to allow Col. Picquart to tell under authority all he knows.

⁂

A DREYFUS WOULD CHANGE HIS NAME.—Maximilian Dreyfus, born in Vienna June 20, 1857, now living in Paris at 65 Rue de la Victoire, has petitioned the Garde des Sceaux for permission to change his name to that of Hinstin. In the petition M. Dreyfus alleges that in spite of his protestations his neighbors assert that he is a brother of the prisoner of the Isle du Diable, and that from time to time he has suffered great annoyance from crowds collecting in front of his house and hooting. The Garde des Sceaux, who is also the Minister of Justice, M. Sarrien, has taken the petition under advisement.

⁂

AN "AIRQUAKE" IN ITALY.—The earthquake that took place in the Umbrian town of Rieti on the Velino, in Italy, the other day was accompanied by a phenomenon of which the first meagre account of the shock gave no mention. According to a correspondent of the Osservatore Romano it was not an earthquake, but an "airquake." The air shook or vibrated like a violently agitated liquid; great rents were made in tall buildings and towers, and walls were thrown to the ground. The earth, however, seemed to be undisturbed, and no shifting of the street pavement was noticed. From the Bishop down to the beggar all seemed frightened. It is said that many felt the air vibrations and were thrown to the ground; while other were almost suffocated. A dense black cloud hung over the town while the phenomenon was passing. The church steeples, the saving bank, the theatre, and no fewer than six palaces were more or less wrecked as well as eighty or one hundred dwellings. Five hundred tents have been sent to the place by the Government. The people, in the meantime, are living in hastily-built huts and in the half ruined Post Office and the churches. Soldiers have been sent from Rome to the scene of the disaster, and they, with the students, are busy policing the ruins and trying to save some of the household goods. King Humbert has sent 35,000 francs from his private purse to relieve the first necessities of the people. At the time of the catastrophe a slight earthquake, like a shudder, was felt in Rome. Even there, too, people say they noticed a peculiar convulsion of the air.

⁂

THE GIPSY RIGO DIVORCED.—It is announced in Budapest that the Gipsy Rigo, for whom the divorced Princess de Chimay, née Clara Ward, left her husband, has at last been freed, provisionally, from his legal wife. It now only remains for Rigo to pay the woman 10,000 florins, the amount decreed by the Court, for the divorce to become final. Clara Ward, who was reported as dead in Budapest the other day, is now rapidly regaining her strength, and will be married to the Gypsy as soon as the conditions of the divorce have been carried out. It is generally supposed that she will pay the 10,000 florins awarded to Rigo's wife. The indemnity demanded was originally fixed at 100,000 florins, but after considerable haggling it was reduced to 15,000 florins; then the Court decided that 10,000 florins was enough. The divorce case was heard before the tribunal at Kaposvar on July 15; in a letter to his wife Rigo said that he would be present and bring the money with him. He failed to keep the last part of his promise. Rigo was formerly looked upon as the "primate" of the Tsiganes, and it is suggested by a Belgian paper that they mark the result of the divorce proceedings by offering the divorced husband a flattering reception.

⁂

A PAINFUL SURPRISE TO THE FRENCH REGARDING EGYPT.—Ever since the de Bonchamps expedition established a post on the Upper White Nile the French journals have been congratulating themselves at getting ahead of the English, with a view of establishing a protectorate over a valuable country or at least of making the ownership of the territory a subject for debate, as they did with the land in the Niger Basin. They have just discovered that they have been living in a fool's paradise, however. To be sure, M. de Bonchamps raised a flag at a most convenient station on the river; but it was not the tricolor of France that went up. The Abyssinian traveler, M. Goldorp, one of M. Bonchamps's companions, who has just returned to Paris, has told the editor of Le Matin that the Negus Menelek of Abyssinia only authorized M. de Bonchamps to plant the Abyssinian, and not the French flag on the White Nile; consequently the treaties signed by M. de Bonchamps and the native chiefs are for the Negus, and are not likely to be of the least benefit to the French Government. An opposition journal of Paris remarks: "Evidently his Abyssinian Majesty has learned the art of inducing others to pull the chestnuts out of the fire as well as some other modern potentates." Up to the time of the above revelation Menelek's ambassadors, who are now in Paris, had a glorious time. It is now broadly hinted to them that they are no longer personae gratae. They are therefore preparing to hasten their departure to the Court of the Czar.

⁂

TWENTY-TWO WAGON LOADS OF HUMAN BONES.—It is announced from Leipsic that twenty-two wagon loads of human bones arrived in that city recently and have been buried in a great pit in the centre of the Municipal Square. They were the remains of the Prussian and French soldiers who fell Nov. 19, 1813, in the battle near Moeckern in the assault on Leipsic. It is the intention of the town to build a beautiful monument over these bones. A municipal commission has had the matter in hand for several years, and by subscriptions and State appropriations made from time to time has raised 80,000 marks for the structure, the foundation of which has already been laid.

⁂

A FORTUNE IN THE KAISER'S DECORATIONS.—A Berlin newspaper says that the orders of decoration borne by the Emperor of Germany are worth over 1,000,000 marks, (a little over $230,000.) His principal and most valuable decorations are the insignia of the Black Eagle, the Order of St. John, of the Garter, and of the Toison d'Or. In all he has over 200 crosses, stars, badges, and other insignia. It is said that he takes them with him on all his journeys and voyages, his hunting expeditions excepted. The coffre containing the decorations is in the constant care of an officer of the Court, who accompanies the Kaiser everywhere. On returning to Berlin the coffre is locked up with the crown jewels in the Treasury.

⁂

REMARKABLE RESULTS OF THE ITALIAN SMALL BORE MILITARY RIFLE.—Col. Mariani of the Italian Army, a well-known writer on military matters, has just published in La Revue de L'Artillerie et du Génie the results of a series of experiments recently undertaken by Major Michelini with the new Italian rifle of .28 calibre. Major Michelini is director of the African Artillery service. The experiments were tried at the seashore. In discharging the rifle over the water it was noticed that the angle of ricochet was invariably from 20 to 30 degrees greater than the angle of incidence. After the first discharge Major Michelini also noted that the bodies of several dead fishes arose to the surface of the water. This phenomenon occurred every time a shot struck the water, and Major Michelini decided that as the experiments had been tried in a shallow bay the shock of the little projectile striking the water had produced a hydraulic pressure sufficient to destroy thin tissues or organisms within a given radius. Col. Mariani, in commenting on the subject, believes that the force of a sudden blow upon the water may be conveyed through great distance and that the so-called hydraulic waves travel through the air or ether which separates the molecules of water, and not through the water itself.

## MARIX AT MANZANILLO.

### Ensign Cluverius Writes of the Scorpion's Encounter with Land Batteries and Gunboats.

From The New Orleans Picayune.

Here is an interesting letter from Ensign Watt Tyler Cluverius, to his mother. Young Cluverius is aboard the converted gunboat Scorpion, which from the following account has seen some action, being off on a little private enterprise while the great naval battle was going on off Santiago:

Off Cape Cruz, Cuba, July 5, 1898.

At daylight July 1 the Scorpion and the Osceola, which had been at anchor over night just inside Cape Cruz, got under way and stood to the northeastward, with orders to capture, if possible, two Spanish gunboats in the Harbor of Manzanillo.

It had been reported to Admiral Sampson off Santiago, 100 miles to the eastward, that at Manzanillo, an important seaport, were some Spanish gunboats, shore batteries, and lots of shipping. The Scorpion was ordered away from Santiago to the westward, and it was understood that the Hornet, Hist, Osceola, and Wampatuck, all auxiliary gun vessels, were to co-operate in the attack.

On arriving at Cape Cruz, fifty miles southwest of Manzanillo, we met the Osceola, Lieut. Purcell in command, and from a schooner, the Hornet's prize, learned that the other vessels had taken the only pilot and started on ahead. We were very much put out, and so daylight next morning found us making our best effort to reach the scene of action before the attack began. We had no pilot, and the Osceola picked out our passage all the way up. Numerous cays and shoals, shallow channels, unplotted reefs, and above all, imperfect charts, made the passage a hard task.

The Scorpion displaces 1,000 tons, nearly. She is 250 feet long, 27 feet beam, and draws 13 feet of water. Her present speed is about eighteen knots, despite the fact that she carries four five-inch rapid-fire guns, six six-pounder Driggs-Schroeder, and two Colt's automatic, and is full of ammunition. Capt. Marix, his six officers, and his crew of ninety-five men, are justly proud of her, and never fail to show it.

The Osceola was a large sea-going tug, and has two six-pounders, one three-pounder, a Gatling, and a Colt's. Her crew numbers about forty, and her speed is about fifteen knots.

At 3 P. M. Manzanillo was sighted, snugly settled down behind the cays and the Sierra Maestre Mountains looming up in the background. But never a sign of an American vessel. So much the better, thought both crews.

#### A Peep at Tempting Prizes.

At 4 P. M. we lay to off the intervale between two cays directly opposite the city. Then we took a look about us. Inside the docks were crowded with steamers and craft of every description, and just in front of the town lay a large white gunboat, and nearby, to the right, were two others, painted war color. A large receiving ship to the left, all bows in. Our vessels were nowhere around—not a sign.

Every man standing on our decks, as he gazed at the peaceful city of 10,000 inhabitants, with its crowded wharves, counted himself a rich man already, for so great a display of prizes they had never before seen. And the officers, too, felt very comfortable. The gunboats were secondary in consideration just then, so long as there were no shore batteries to contend with, we thought. Just astern of us lay the Osceola.

"General quarters!" and every gun was manned in a moment.

"Come on, Purcell, we are going in!" sang out Capt. Marix, as he shoved the engine indicators down to full speed ahead.

So steering southeast one-half east we entered the harbor, the Osceola abeam, and on toward the gunboats we went. A flash, a screech like a flying sawmill over our heads, a splash near by—the ball was opened, and theirs the first shot.

"Stop her! Hard aport! —a hail of such screechings and splashes.

"Port battery, fire as fast as you can!" from the bridge, and both vessels went into action beautifully.

Did you ever hear a gale whistling through the riggings? That's what the Spanish shells were like.

#### The Battle Fairly On.

Along the water front came the flashes, the smoke, and the roar. Four shore batteries and four vessels were doing the best firing we had seen for many a day. They knew the ranges and simply waited for us. Every one of us realized instantly that we were in for it, and the way that our rapid-firers answered was glorious.

"Stick to them, boys; don't dodge. Ammunition here! Look alive! Good aim! Well done!" as the third five-inch shot exploded on the white gunboat's forecastle. Into the line of gunboats crashed a hundred six-pounders, and into the docks, and now and then a five-inch into the town, too. All around the water was lashed up by our enemy's shells. Under our bows one burst and deluged the forecastle. Between us and the Osceola, twenty-five yards away, a dozen shells dropped.

It's human nature to dodge, isn't it? Then it's too late, when one hears the whistling, for the shell has passed. Not the men at the guns, not the shellmen rushing ammunition, but the men at the offside battery; they do the dodging simply because they are inactive and see the flashes and watch the shots strike the water.

The whole shore was alive with smoke, and the musketry fire was very uncomfortable, for it was a steady stream, and the shells that had at first fallen short were now falling alongside, and those that went high were whistling louder.

"Purcell, this is too much—steam out!" sang out Capt. Marix.

With helm aport, at half speed, the vessels turned and brought their starboard batteries to bear, and as we steamed out the after six-pounders put the nearest shore battery to sleep, while the men were laughing at the Spanish shells as they fell under our stern.

#### The End.

Just out of range we stopped. They had driven us out of their harbor, true; but with what odds against us! And, even then, it took a full half hour to do it. Not a man was hit. A merciful Providence surely watches over the American arms. The Scorpion was struck twelve times. Fragments of shells were found forward, and a three-pounder had torn its way into the galley and lodged in a bulkhead. The entire starboard quarter was scarred, showing what they did for us as we started out.

We have been in two of the bombardments off Santiago and helped clear the way for the troops at Daiquiri, yet we had seen nothing before to equal the accuracy, rapidity, and uniformity of the fire that the Spanish forces gave us at Manzanillo. And we give them credit for it.

We, of course, could not ascertain the damage we did. Our range was good and soon found, and 198 six-pounder and 29 five-inch shells from the Scorpion alone, well placed, must have caused some uneasiness.

All next day we lay outside, coaxing the gunboats out, but they wouldn't come. We chased schooners and small steamers all over the cays in front of their very eyes. They won't bite, it seems. And, again, today, the 3d, we put ourselves in front of the town and found some gunboats drawn up nearer the entrance in battle array, bows on; but we can't tempt them out an inch.

#### The Prince of Wales's Duties.

From The Boston Transcript.

The Prince of Wales felt that a certain American writer was hard and unjust to him in the way he arraigned him for not doing more for the poor. The American heard that the Prince of Wales felt bad about this, as he really knew a good deal about the poor. So the American wrote to the Prince's secretary to tell him he felt he had done him an injustice, and the secretary replied that the Prince works very hard at many serious duties; that he had opened one institution and laid three cornerstones within a week. Indeed, the Prince business is tedious, exhausting, and laborious.

## COLORED MAN'S CHANCES

### Lessons from the Convention of Representative Negroes at Hampton, Virginia.

### MUST ENTER THE TRADES

### Industrial Education Is Necessary to Improve Modern Opportunities—Social Environments of Colored People in the Large Cities.

HAMPTON, Va., July 24.—The keynote of the three days' negro conference just closed at Hampton Institute was sounded in a private conversation among three intelligent colored men standing under the trees upon the campus. One of them said, "What we want to do is to touch modern life by modern methods, now." If he had not borne the dignity of a university degree he would probably have put it differently, thus, "We need to hustle to keep up with the times." How best to do this—what steps the black man as a class, North and South, should take in order to wake up and forge ahead—was the subject for deliberation at this conference.

It is doubtful if there has ever been another such gathering as that just held here—so representative of the best element of the negro race, the element that stands individually and collectively for good citizenship and decent living, for education and Christianity, for self-respect developed through self-help. If there has, it was the similar conference held here last year.

The subjects discussed were business enterprises of the negroes; schools that should meet the wants not of any one class of American citizens only, but of all classes; the buying of land; the making of homes that should be attractive and well cared for, from which the boys and girls would not wander into the grogshops and the streets or drift to ruin in the cities; mortality and the prevailing diseases; temperance; religion and the churches; reformatories and prison reforms; industrial education and agriculture. These and allied topics were handled with skill and intelligence by men and women of training and experience, and the aim in regard to each was to find the faults for which the negro was responsible and to see how to supply the lack or find the remedy. The far-reaching results of the conference were assured in the fact that the audiences included some two hundred teachers and preachers from all over Virginia and the neighboring States—from Alabama, Tennessee, and Missouri, from North and South—who will scatter far and wide the results of the deliberations and the really valuable collection of facts which were brought out.

The matter of business methods—or, rather, the lack of business methods—among the negroes was frankly discussed, and chiefly by the mercantile portion of the assembly. In this connection a high school teacher from Kansas City entered a plea for business training. He said:

"In Kansas City the colored people are beginning to enter into business, but their progress is slow, because they are untrained and have to come in competition with business skill. The great crying need is for business training. Every high-grade school should have a business department. Every pupil should learn to keep accounts. There is no use in our uniting into corporations until the individual business capacity and experience have been developed."

#### The Negro in Business.

In this connection the Hon. J. S. Durham, ex-United States Minister to Haiti, expressed some very practical ideas. He is manager of a large sugar plantation and deals directly with both the negro laborer in the West Indies and the broker on Wall Street. He said: "There is a large number of colored men in the lower part of New York City engaged in large business enterprises with the West Indies. The color line doesn't enter into their problem in the least. So long as they can meet their obligations the whole field is open to them. When they cannot, they simply go to the wall like others. Their powers of foresight and skillful dealing are developed in the swim of competition, and therein lies the secret of success in business for the negro. If he wins it, it will be in that way. It is only out of the grind of universal competition that we may produce business men. And I believe that if you should take almost any colored boy who has it in him to stick, he would make a success in business."

Referring to the business opportunities for the negro growing out of the present war, he said: "I would hesitate to advise a colored man to go to Cuba just because he is a colored man, but I might advise him to go if he were a first-rate blacksmith, and could do a good, all-round job. I should say that if he wanted to try his chances in a new world he should go ahead. The black man would have a better chance for promotion there than here. There is no barrier to the advancement of any man in the line of his work. Socially the distinctions are harder and meaner than here."

Dr. F. J. Shadd of Washington, in a scientific and scholarly paper on health and the high rate of mortality among the negroes, said that he had read Hoffman's book, "Race Traits and Tendencies of the American Negro," with care, and that most of the facts it contained were in accord with his professional experience. He declared that the most fruitful causes of the alarming death rate are infant mortality, tuberculosis, specific infections, gastro-intestinal diseases, and those of heredity and environment.

"The excessive death rate is largely," he said, "in the first five years of life. Tuberculosis and specific infection are two great causes of infant mortality. Another is bad nursing and ignorant midwifery. We should teach the colored woman the need of being clean and of having more care. The baby, too, should be better cared for, and should be provided with the proper food. We ought to follow the example of the Japanese in the care of infants.

"Summer complaints are great causes of death, due to unsanitary conditions and ill-prepared food. But from 10 to 20 per cent. are carried off annually by tuberculosis alone, and there is an increase in the effects of this disease every year and a remarkable increase in its effects upon the blacks as compared with white people. How may we check the ravages of this terrible disease? We must impress upon the people the infection of tuberculosis, for there is no doubt of its infection. Then we must insist that the patients be kept in separate rooms. We must oppose the habit of expectoration in all public places, and we must stop the school children from all drinking out of the same cup. The negro is not susceptible to the ordinary contagious diseases, such as smallpox and the like, and this makes his a hopeful case, because it leaves for his fatal danger those over which he has complete control."

#### The Negro's Social Condition.

Mrs. Victoria Earle Matthews, who has been much engaged in mission work in New York City, and has made extensive investigations into the social conditions of the negroes there, called attention to the great difference between the very poor in the city tenements and those in the rural districts of the South as regards their opportunities for cleanliness. In the crowded tenements, too, where there are four families in four rooms on every floor, and each family numbers five or more, the closer contact of the children gives more opportunity for the spread of vicious tendencies. "I have not yet seen," she said, "any place in the one-room cabins of the South quite so bad as the tenements in the city."

"We ought to have the institutions which other people have established to offset these evil tendencies, such as reading rooms, libraries, gymnasiums, and day nurseries. This conference can do no greater good than to convince us of the necessity for doing something to save the children in the tenement-house districts."

Mrs. Matthews, at another session, read a paper on "The Dangers Encountered by Southern Girls in Northern Cities," which described, with convincing clearness, the pitfalls set for the unsophisticated country girls who come to the city to find work, and which was one of the most important papers before the conference. This led to a discussion of the homes and the home life, since it is largely due to something lacking in the home life that causes the boys and girls to wander away.

In this connection, Dr. H. B. Frissell, Principal of Hampton, made a stirring appeal to the colored people for their support and co-operation as regards the trade schools and the school for domestic science with which Hampton is so splendidly equipped—an appeal to them to have their young men learn trades and their young women the art of home making. "We've got to have the influence of you people who are here to-day in the interests of industrial, Christian education. I believe it is the highest education, because it is that which centres right upon the home and makes it what it should be. I want you to persuade the best young men of the negro race to take up trades and agriculture, and the best young women the art of making homes." It was a ringing address, that carried conviction to the minds of his hearers, and had its result in the construction of one paragraph of the resolutions adopted at the close of the conference.

Mrs. Orra Langhorne, a lady of the old slaveholding class in Virginia, addressed one of the meetings with a plea for a reformatory for colored youth, who are now incarcerated in the jails along with the most hardened criminals. This, also, as one of the most important needs of the present time, was afterward incorporated in the resolutions.

The final subject before the conference was "Agriculture." It was introduced by Hampton's professor in that branch, who presented in simple language and by the use of charts the scientific and practical value of preserving the forests and of resuscitating the soil in the South by the best methods of modern farming. To preserve the moisture and to restore to the soil its lost vitality by the use of organic matter, called "humus," are the most important necessities. The subject was one which interested the whole conference, and its discussion will undoubtedly have valuable and practical results.

## PLEA FOR COLORED SOLDIERS.

### Baptist Church in Boston Wants Training Schools for Them and Promotions in the Army.

BOSTON, July 24.—The Twelfth Baptist Church (colored) to-day adopted the following resolutions:

Resolved, That the President be requested to institute a free military school in which to educate colored soldiers for the position of commissioned officers, which was done for white soldiers March 21, 1864, who were appointed to lead colored troops, and that the men chosen for this responsible position be taken from those who have won distinction on the battlefield.

Resolved, That the people assembled, recognize with gratitude the courage and soldierly qualities of the blacks now in Cuba, who made the victory of Santiago a possibility. As the climate of Cuba, a menace to the white soldier, is adapted to promote the highest development of the black, it is our hope to see the Pearl of the Antilles become to America what it has never been to Spain—the home of a thrifty and happy people.

Resolved, That it is our belief that the black man has been educated and trained to fulfill an important mission not only for Cuba, but for the Spanish possessions that are to come under our control. The Cuban for whom we went to war with Spain, when asked to do menial work, declined, claiming that he was a soldier and not a working man. The negro, faithful to his master before emancipation came, and as a contraband in helping to build our forts and do work essential to the success of the army, was a soldier as faithful in burden bearing as he was brave in battle, and now occupies the proud position he holds in the eye of the world because Christ's rule obtains control and "he that humbles himself shall be exalted."

## "THE BLUE ROSE" SUCCESSFUL.

### Mme. Chartres's New Play Scores a Hit in Bologna.

Cable advices received here yesterday from Bologna, Italy, announce the successful production at the Teatro del Corso in that city of "The Blue Rose," ("Rosa Azzurra,") a new play by Mme. Anita Vivanti Chartres of New York, author of several plays, one of which, a high-class farcical comedy, will be produced here next season.

Mme. Chartres, who is well known in New York theatrical circles, writes with equal facility in three languages. "The Blue Rose" was writen for Duse, but, owing to the indisposition of the Italian tragedienne's daughter, she was not able to appear in the initial performance, the principal rôle being taken by Mme. Gramatica, a noted Italian artiste. Mme. Duse has reserved the right to use the play later in Paris and elsewhere.

The Bologna production of "The Blue Rose" was witnessed by a select and fashionable audience, including the venerable Italian poet and orator Prof. Giosue Carducci, a personal friend of Mme. Chartres.

## BOURGOGNE DISASTER'S MORALS.

### Rules of the Roads Criticised by a German Nautical Authority.

From The Paris Messenger.

BERLIN, July 11.—The Allgemeine Marine Correspondenz publishes an interesting communication from a naval expert, suggested by last week's catastrophe to the Bourgogne. He urges several weighty pleas for the reform of international law at sea, and points out that through essential differences in bulk and structure between the two ships which came into collision last Monday the present regulations were inadequate to prevent the occurrence of the disaster. The Cromartyshire, for instance, probably only carried a hand foghorn, which could not be heard at a distance of more than half a mile, whereas the steam foghorn of the Bourgogne would be heard four or five miles away. Another great difference lies in the degree of reduction of speed. A steamer with a full speed of ten miles an hour would travel at about four or five miles an hour in fog, but the corresponding reduction in the instance of an ocean liner would be from seventeen or eighteen to ten or twelve miles an hour.

The third inequality, continues the German expert, is of a purely external nature. Fog frequently lies just over the water, and the Captain of a large liner, the bridge of which is about thirty feet above the level of the sea, has in such a case a far more uninterrupted view than the Captain of a vessel such as the Cromartyshire, whose post of outlook is only ten or twelve feet high, and within the fog area. "Many ocean liner Captains," concludes the writer whom I am quoting, "draw their own inferences from the views suggested above. They say to themselves that it is best, even in a dense fog, to keep approximately to their usual pace, first, because the vessels obey the helm better thus, and, secondly, because the existing regulations have not yet succeeded in effecting an equality of conditions." In other words, according to this view, the Captains in question would increase their own chance of safety by neglecting the rules of the roads at sea without very appreciably adding to the disadvantages under which smaller craft already labor.

#### The War Department Failure.

From The Boston Transcript.

It was the Government that set out to feed the hungry in Cuba, but so far most of the practical philanthropy of the Summer has been performed, not by the Government, but by the Red Cross Society. Too much cannot be said in praise of the officers, doctors, and nurses of the Red Cross, and of the promptness and efficiency with which their work has been done. The incident of the Seneca has called attention to the service of one Red Cross nurse, and the pitiable condition of the wounded on that vessel, utterly neglected but for her volunteer work. This impresses the country because the Seneca comes to a home port, but the woe and misery which she carried, is but a fraction of that existent in the province of Santiago, where our sick troops are in constant and terrible need. There will be plenty for all the charitable to do in caring for our sick, as well as wounded, for a long time to come. No doubt hospital ships, both Government and volunteers, will do a great deal of good; but the fact remains that up to now the Red Cross has borne the brunt of the battle with death among the sick and wounded.

#### Trolley Car Accident Fatal.

FAR ROCKAWAY, July 24.—Savereo Mugioni, an Italian, forty years old, was crushed beneath a Far Rockaway trolley car last night and almost instantly killed. Mugioni lived at 194 Prospect Street, Brooklyn, and while he was driving along the tracks with another Italian his carriage was struck by the trolley car. Mugioni was thrown from his seat, under the trolley car, and was crushed to death. His friend escaped with slight bruises. The body of the dead Italian remained under the car from 9:05 P. M., when the accident occurred, until after 10 o'clock, when a wrecking wagon was used to jack the car up. The motorman was arrested. The accident occurred on the Rockaway turnpike. The carriage was wrecked, but the horse escaped injury.

#### Philadelphia Business Excursions.

From The Philadelphia Record.

Visiting merchants from commercial centres tributary to Philadelphia are under deep obligation to the Trades League for its zealous and successful efforts to secure from the railway companies unusually low excursion rates to this city during the Summer season. From the thirty-seven excursions arranged the business community should reap an ample harvest in an enlarged commerce and broader domestic markets. When buyers, as in two of these excursions, are scheduled to come to Philadelphia from New York and New England, the drift of trade to that direction is clearly apparent.

## GEORGE W. CABLE'S TESTIMONY.

### England's Unselfish Offer to Us of a Strong Heart and Hand.

From The Boston Transcript.

George W. Cable, the author and lecturer, has just returned to his home in Northampton, Mass., from a three months' trip of literary work in England, and in an interview with a Transcript reporter talked very interestingly of England's attitude toward this country upon the proposed Anglo-American alliance. He said, among other things:

"I have found a perfect unanimity of cordial good-will toward the American Government and the American people. The British recognize that we are the only Nation besides their own that is governed by a scheme of order which makes impulse obedient to reason and private will subservient to public law. Across the Channel they see the French ardently devoted to the ends of liberty, but holding such different conceptions of government due to difference between the laws of the two nations that they strike discords oftener than harmonies with British ideas. Beyond France they do not look at any European nation. They see nothing whatever in the German notion of political progress that gives them any enthusiasm.

"I was particularly struck with the fine sentiment that belongs to the public conception of the British colonial scheme. It is the sincere pride of every Briton that their administration of law and order on the frontiers of civilization is in the general interest of the whole civilized world and of the barbarous people with whom they have to deal as well. Their notions of alliance with us do not seem to be tainted in the least with a thirst for empire. They are already embarrassed with the extent of their dominions, and face the continued widening of their boundaries as a matter of destiny which they must live up to as a duty. They would rather it would go slow than fast. I can say with assurance and emphasis that we make a silly mistake if we have an idea that England wants to make an alliance because she feels weak without us. Hers is the offer of a strong heart and hand to a Nation which she regards her equal in strength and resources.

"The only complaint that the English make against us Americans is that we do not take ourselves seriously enough; that we do not appreciate our own greatness. As an example they point to the fact that the American newspapers use expressions of surprise at the success of our arms in the present war. They say that the papers seem to regard it as quite an unexpected thing that our soldiers and sailors should be cool under fire and should display such heroism and excellence of discipline. In England they regard such traits as a matter of course.

"The English like to call attention to the list of our Presidents, and one of the British speakers at the Anglo-American alliance dinner asked the question, 'Where in the history of Governments can such a list of rulers be shown gathered in such a space of time as the list of American Presidents?'"

## AUSTRIAN EMPEROR'S DILEMMA.

### Compelled to be Absent from His Own Jubilee by Excess of Politics.

From The Pall Mall Gazette.

The spirit of the imperial jubilee in Austria is a political one. Do what we will to divest it of that noxious element, it is there all the same. Bring the Germans, Bohemians, and Hungarians together, for the purpose of demonstrating their loyalty, and political wrangling will at once ensue. Take two of these elements away and leave one, and the rest of the country will retaliate with a counter demonstration. Let the entire country act in relation to a common national incident somewhat in the spirit of Punch's advice, and refrain from any demonstration whatever, and the paradoxical situation will have been created of revolt and disaffection. The Hungarians have invented a subterfuge by which they are released from taking part in the jubilee celebrations. They remember that their forefathers did not acknowledge Kaiser Franz Joseph as rex legitimus in 1848, and that he was not crowned King of Hungary until 1867. Their loyalty is unimpeachable, but his Majesty must reign another nineteen years ere the good Magyars can think of officially recognizing the jubilee. And then there are the Bohemians, with their protestations of unwavering loyalty and their aspirations to set the crown of St. Wenzel upon a German-Hapsburg brow. But the jubilee—oh! dear no! That is a peculiarly German affair, with which they have nothing to do. Thus the work of loyal demonstrations is left entirely to the Germans. Here, however, an insurmountable difficulty presents itself, as was proved last week, when the Emperor found that the peculiar situation in Austria prevented him attending his own jubilee, though entire Vienna was assembled in the boulevards and grand stands.

The main incident of the jubilee day was the procession of the marksmen, ancient militia corps, municipal guards, foresters, and woodmen of Austria, supplemented by contingents from Germany and Switzerland. These men had come from far and near to demonstrate their loyalty and pay their homage to the aged Emperor. An international procession of great spectacular effect and artistic merit had been organized, and passed along the Ring between thousands of spectators to the imperial dais, and thence to the shooting grounds. At the last moment, however, it was announced that his Majesty was absent at the confirmation of his grandchild, the Archduchess Elisabeth, and would be represented by the heir-apparent. Thousands of these men had for days prepared themselves for the prospect of seeing their Emperor, and the disappointment of those who are doomed to return to their distant mountain homes without having seen his Majesty will be keen. The Emperor's situation was no doubt an awkward one. He has felt the difficulty of identifying himself with a purely German demonstration in view of the recent Polish and Bohemian fêtes and the certainty that the nations in question would at once interpret it as a proof of imperial partiality. And partiality just now, with the Galician riots, the closing of Parliament, the Mickiewics and Palacky fêtes, and the officially announced critical condition of the Empress's health, would be fatal to the success of the final jubilee cerebrations in December. Franz Joseph has a great deal to put up with.

#### Stabbing May Result Fatally.

Joseph McGovern, 22 years old, of 221 Jackson Street, Hoboken, was stabbed by Pasquale Gros, thirty-nine years old, of 522 Monroe Street, during a fight Saturday night and will probably die. McGovern is in St. Mary's Hospital and his assailant is under arrest. McGovern was in the yard of his home about 8 P. M., when Gros and a number of other Italians started to force their way in. He ejected them, and afterward knocked down Gros for throwing a brick, which struck a boy in the head. Gros, when he arose, drew a jack knife, the blade of which was fully six inches long, and stabbed McGovern in the head and arms. Then he fled, but was run down by Policeman Weeks and locked up.

#### Trolley Car Kills a Jerseyman.

William Saunders, fifty-five years old, of 43 Columbia Street, North Bergen, N. J., was killed late Saturday night near the Secaucus Plank Road bridge over the Hackensack River by being run down by a Jersey City, Hoboken and Rutherford trolley car. His body, horribly mangled, was found near the bridge early yesterday. It was supposed that he was going to get a boat and nets at a roadhouse near the bridge when struck.

#### Telephones and Liquid Air.

Mr. Henry Norman, the well-known English journalist, in a recent article, entitled "America Revisited in War Time," in the July McClure's, speaks as follows regarding the use of the telephone here and in England:

"The observant visitor to America must be impressed first with the remarkable development of what may be called applied intelligence. Not only is there an extraordinary fertility of invention, but also, what is perhaps more striking still, there is apparently an instant readiness on everybody's part to make use of the things invented.

"From visit to visit, for example, I have observed a constant improvement in the telephone. The instrument has grown smaller, neater, more graceful, simpler, and easier to use. As it stands on an American desk to-day, it might be a flower holder. In some of the best and most expensive parts of London to-day you cannot have a telephone put in your house at all. When you do, it is the ugly box arrangement of ten years ago. I call upon a journalist friend in New York. Upon his desk stands an elegant little apparatus through which he converses every afternoon with Washington and Chicago. In a London newspaper office you might as well look for a machine for making liquid air."

## DEATH LIST OF A DAY.

#### Benjamin F. Eakle.

Major Benjamin Franklin Eakle, a Confederate veteran of the civil war, and later one of the widely known hotel men of the South, died on Friday afternoon at his home, near Lewisburg, West Va. He was seventy-three years old and was born in Augusta County, Va. In 1858 he moved to Greenbrier County, West Va., and engaged in business at Lewisburg for several years. Later he became chief clerk at the Greenbrier White Sulphur Springs, and when the war broke out he enlisted in the Greenbrier cavalry and was made Lieutenant.

He was gradually promoted until he held the rank of Major in the Fourteenth Cavalry. He showed great bravery in the field, and was wounded four times. The most serious wound he received was in the battle of the Wilderness, where a ball penetrated his hip and passed almost entirely through his body. He never thoroughly recovered from this wound, and suffered much from it in his latter days. He also fought at Gettysburg, where he had several horses shot under him, and he was at Chambersburg when that town was burned by the Confederates. After the war Major Eakle returned to Virginia, and became chief clerk at the Exchange and Ballard Hotels. In 1884 he was made manager of the Greenbrier White Sulphur Springs, and remained there until 1894, when he retired to his stock farm near Lewisburg. Major Eakle never married, and was a great student. He was not connected with any church, but had a high regard for the religious beliefs of others. He adopted one of his nieces, Miss Anna Eakle, and is survived by her and several other nieces. The burial will occur in Augusta County, Va.

#### Albert H. Slape.

Albert H. Slape, President of the New Jersey State Board of Taxation, died yesterday at his home, Salem, N. J. He was sixty-two years old. Mr. Slape was born in Salem County in 1836. He was graduated from Dickinson College in 1858, and was admitted to the Philadelphia Bar in 1859 and to the New Jersey Bar in 1861. He was a Prosecutor of the Pleas of Salem County for twenty-five consecutive years, 1865 to 1890; also of Atlantic County for five years, 1873 to 1878. He was defeated for Congress in 1866. In 1873 he was appointed as one of the commissioners to negotiate respecting the territorial limits and jurisdiction of the State of New Jersey and the State of Delaware, in which matter was involved the question of the validity of the so-called "twelve-mile circle" claimed by Delaware. In 1891 he was appointed a member of the State Board of Taxation for a term of five years. In 1896 he was reappointed by Gov. Griggs for another term of five years.

#### Obituary Notes.

EDMUND S. PHILLIPS died Saturday at his home in Matteawan, N. Y., aged sixty-two years. He had practiced law in Dutchess County for thirty-one years. A widow and four children survive him.

GEORGE H. SHORT, who was prominently connected with several manufacturing industries, died last night at Cleveland, Ohio, aged fifty-five years. Mr. Short was a member of the Union Club, and also President of the Cleveland Driving Park Company.

BARNARDUS BEDELL died Saturday, at the residence of his daughter, Mrs. James E. Hedges, Elizabeth, N. J. He was born in Katonah, N. Y., in 1827. He was a resident of this city for nearly half a century, and was engaged in the livery business in the Ninth Ward for thirty-six years. For years he was in the delivery department of The New York Herald. Two daughters, both, married, survive him.

MRS. RIENZI A. SECOR died Saturday at East Orange, N. J. Her maiden name was Miss Elizabeth Kirk. She was born in Scotland in 1840. She came to this country when quite young, and was married to Mr. Secor in 1863. He survives her with five children. She was a member for many years of the Tabernacle Baptist Church of South Brooklyn, and prominent in the home and foreign missionary work of the Baptist Church.

## DIED.

NOEL.—Auguste, on July 22, at Hempstead, Long Island, in the 74th year of his age.

Funeral service will be held at the Church of St. Vincent of Paul, (23d St., between 6th and 7th Avs., New York City,) on Monday, July 25th at 9:30 A. M.

OTIS.—At his residence, Bellport, L. I., on Friday, July 22, 1898, James Otis, Esq., in the 62d year of his age.

Funeral at Christ's Chapel, Bellport, L. I., Monday, July 25, on arrival of train leaving Long Island City at 8:30 A. M. Special train will return to New York immediately after services.

TRASK.—Harriet N., widow of the late Benjamin I. H. Trask, entered into rest Friday, July 22, at Jefferson, N. H., suddenly, of heart failure.

TUNIS.—At Quogue, L. I., on Friday, July 22, Mary E. Tunis, youngest daughter of the late Caleb C. and Rhoda Sands Tunis.

Funeral services at Church of the Holy Communion, 20th St. and 6th Av., New York City, on Monday, July 25, at 4 o'clock P. M.

WOODLAWN CEMETERY.
Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

## DEATHS REPORTED JULY 24.

#### Manhattan and Bronx.

Ages of one year or under are put down one year.

| Name and Address. | Age in Y'rs. | Date Dth. July. |
|---|---|---|
| BALIN, Davis, 344 Madison St. | 1 | 22 |
| BESENBACHER, Tessie, 224 E. 100th St. | 5 | 23 |
| BURNS, Patrick, 555 W. 182d St. | 63 | 22 |
| BENEDICT, Russell, 265 W. 130th St. | 18 | 23 |
| BRODARA, Marian A., 141 W. 27th. | 24 | 21 |
| COHEN, Louis B., 174 E. 102d St. | 7 | 24 |
| CHENICEK, Charles, 309 E. 71st St. | 1 | 24 |
| CONNELLY, Margaret, Manh. State Hospital | 75 | 19 |
| CHOATE, Sarah C., 180 W. 81st St. | 51 | 23 |
| CONNERS, Thomas, 9 Cannon St. | 44 | 21 |
| CORDARY, Margaret, 214 E. 84th St. | 1 | 22 |
| DALHOUSER, Frederick, 849 1st Av. | 64 | 22 |
| DELANDRO, R., 108 Mulberry St. | 8 | 23 |
| FELIX, Paul J., Brooklyn | 26 | 23 |
| FAGAN, Lawrence, 18 Beach St. | 57 | 21 |
| FRANK, Louis, 57 Allen St. | 37 | 24 |
| GRUNDBERG, Charles, 16 Hamilton | 26 | 23 |
| GOLDSTEIN, Joseph, 296 Broome St. | 25 | 23 |
| GOODMAN, David, 640 5th St. | 2 | 23 |
| GOODMAN, Sarah, 76 Eldridge St. | 8 | 23 |
| HENICEK, Wilhelmina C., 309 E. 71st | 1 | 21 |
| HOLMES, Laura, 1,792 3d Av. | 2 | 23 |
| HLADIK, Bozena, 434 E. 73d St. | 4 | 23 |
| KENNEDY, Hazel, 438 W. 17th St. | 5 | 24 |
| KRAMPERT, G. P., 297 Pleasant Av. | 2 | 23 |
| KLEIN, Margaret, 164 Ridge St. | 27 | 22 |
| KLEIN, Heizer, 11 Forsyth St. | 18 | 22 |
| KLETT, Louis, 2,165 2d Av. | 32 | 22 |
| LANE, Francis J., 775 2d Av. | 82 | 22 |
| LAFFEY, Ann, 1,312 2d Av. | 70 | 21 |
| LENNERT, G. W., 329 E. 63d St. | 1 | 22 |
| LUTZ, George, 1,934 3d Av. | 1 | 22 |
| McCOLLUM, Donald, Rye, N. Y. | 34 | 22 |
| McGUCKIN, Thomas P., 519 W. 28th. | 12 | 23 |
| MORGAN, Charles J., 156 W. 97th St. | 44 | 23 |
| MERRILL, C. E., 517 W. 24th St. | 58 | 23 |
| NOTT, Forest P., 452 W. 40th St. | 1 | 24 |
| NEWMAN, William, 84 E. Broadway | 47 | 23 |
| NAGEL, Carl E., 98 Avenue A | 64 | 22 |
| NULLING, Jennie, 47 Clinton St. | 3 | 22 |
| O'ROURKE, Mary, Almshouse | 54 | 21 |
| O'DOUGHERTY, Roger, 344 Water St. | 52 | 22 |
| O'CONNELL, John, Almshouse Hosp. | 72 | 23 |
| O'NEIL, John, 548 E. 12th St. | 29 | 23 |
| RIEGER, Charles, 502 E. 83d St. | 25 | 22 |
| SCHNEIDER, C., 220 E. 4th St. | 88 | 22 |
| SCHLECHT, F., 62 Amsterdam Av. | 8 | 24 |
| SNYDER, Rhodella, Mariners' Harbor, S. I. | 23 | 22 |
| SANTOPIETRO, Lizzie, 236 E. 29th | 28 | 22 |
| SHAVE, Elizabeth M., 258 W. 54th | 85 | 22 |
| SOLLER, Morris, 184 Goerck St. | 1 | 22 |
| SUING, Charles J., 12 Pell St. | 7 | 22 |
| SCHOLL, Joseph, Brooklyn | 55 | 23 |
| TRAXL, Peter, Hartford, Conn. | 23 | 22 |
| WARD, Albert G., Brooklyn | 18 | 20 |
| WERNER, William, 24 Vestry St. | 45 | 22 |
| **Brooklyn.** | | |
| ANDERSON, Christian, 204 18th St. | 46 | 23 |
| BRABERG, Bertha, 88th St. and 5th Av | 1 | 22 |
| BIRKLE, Theodore, 1,589 Broadway | 30 | 22 |
| BOGUE, Melissa, 387 Prospect Av. | 71 | 22 |
| CONRADI, Rina, 190 Throop Av. | 1 | 23 |
| COLMAN, Cornelius, 338 So. 3d St. | 49 | 23 |
| CAMPBELL, Margaret, 85 Warren St. | 52 | 22 |
| DUNCAN, David, 273 Warren St. | 1 | [illegible] |
| DUDLEY, Andrew, Home for Aged | 61 | 22 |
| DUFFY, Rose, 104 Somers St. | 34 | 22 |
| DOHERTY, Samuel, 627 Humboldt St. | 32 | 23 |
| DEVER, Terrence, 6 Jackson Court | 30 | 22 |
| ECKERT, Margaret, 198 Kingsland Av | 59 | 23 |
| FOLEY, Ruth, 180 Cooper St. | 1 | 23 |
| FLYNN, Bridget, 729 Bergen St. | 58 | 22 |
| GLASER, Henry, 832 Dean St. | 1 | 23 |
| GEORGO, Cornelius, 51 Underhill Av. | 75 | 23 |
| HANSEN, William, 37 Somers St. | 1 | 23 |
| HERMANN, Eva, 898 Metropolitan Av | 58 | 22 |
| HAAS, Anna, 236 Central Av. | 64 | 23 |
| HEMMERICH, John, 179 Scholes St. | 34 | 21 |
| JOHNSON, Lillian, 286 Division Av. | 1 | 23 |
| KELLY, Patrick, 477 Hicks St. | 63 | 23 |
| LORCH, Catharine, 116 Bedford Av. | 88 | 23 |
| LEITZ, Katie, 840 Hart St. | 1 | 22 |
| LONG, Esther, 182 Kent Av. | 2 | 22 |
| LESLIE, Mary, 198 Kosciusko St. | 2 | 22 |
| LANGDON, George, 316 Gold St. | 45 | 22 |
| MALONEY, Michael, 41 Cumberland | 1 | 22 |
| McCUE, William, 32 Windsor Place | 43 | 23 |
| O'CONNOR, Estelle, 556 Marcy Av. | 1 | 24 |
| O'SHEA, Sarah, 991 Degraw St. | 56 | 22 |
| PRITCHARD, Jane, 147 Sanford St. | 59 | 22 |
| PRANKARD, Catharine, 275 Clermont Av | 70 | 22 |
| PIERCE, Elsie, 119 Prospect St. | 55 | 23 |
| RITTIGEN, Maggie, 12 Hamburg Av. | 1 | 22 |
| RUDER, Kinnie, 120 William Av. | 60 | 23 |
| SIGGINS, Anna, 219 McDougal St. | 1 | 22 |
| SMITH, James, 2,202 88th St. | 77 | 22 |
| THOMAS, Edward, 79 Maujer St. | 7 | 22 |
| TURNER, Emma, 318 Ralph St. | 7 | 23 |
| VETTER, Thomas, St. Mary's Hosp. | 43 | 22 |
| WALSH, Edward, 243 Franklin Av. | 51 | 22 |
| WICHERT, Louise, 156 Bleecker St. | 56 | 21 |
| YERRANCE, James, 31 Oakland St. | 70 | 23 |

FINANCIAL DIRECTORY.

**Chemical National Bank**
270 Broadway.

**National Bank of Commerce**
CAP. AND SUR., $6,500,000. 31 Nassau St.

**Hanover National Bank**
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

**The Nassau Bank**
Corner Beekman and Nassau Streets.

**Central National Bank**
320 Broadway.

**Continental Trust Company**
30 Broad St.

**NEW YORK SECURITY & TRUST CO.,**
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

**Washington Trust Company**
Stewart Building. 280 Broadway.

PHILADELPHIA.

**Fourth Street National Bank**
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

**American Express Co.**
Established 1841. Capital, $18,000,000.
65 BROADWAY.

Issues TRAVELERS CHEQUES immediately available as funds everywhere.

Draws FOREIGN DRAFTS in Sterling, Francs, Marks, and Money Orders, on all parts of the Commercial World.

Makes CABLE TRANSFERS of money to England and the Continent.

These facilities are obtainable at all offices of the Company.

**NORTON & TUNSTALL,**
23 WALL STREET, NEW YORK.
Members of
NEW YORK STOCK EXCHANGE,
NEW YORK COTTON EXCHANGE.
STOCKS AND COTTON.
Investment Bonds and Securities.
Apply for Market Letter.

**KOUNTZE BROTHERS,**
**BANKERS,**
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad, municipal and other approved securities.
Letters of Credit Issued.

FINANCIAL.

## The Baltimore & Ohio Railroad Co.

**Five Per Cent. Consolidated Mortgage Bonds Issued Under Mortgage Dated December 19, 1887,**

**(Known as Bonds of 1988.)**

New York, July 14, 1898.

To the Holders of Certificates issued under the Bondholders' Agreement dated November 1, 1897; representing B. & O. consolidated Bonds of 1898:

Referring to our circular of June 22, 1898, we have now to inform you that holders of the above-described certificates representing more than 75 per cent. of the bonds deposited with us under the said Agreement of November 1, 1897, have given their written assent to the deposit of such bonds under the Plan for the Reorganization of the Baltimore and Ohio Railroad Company, dated June 22, 1898.

By the terms of said Agreement we are thus empowered to deposit under said Plan all of the "Bonds of 1988" held by us.

Any non-assenting certificate holder who fails to notify us of his dissent on or before July 28, 1898, at the office of J. P. Morgan & Co., New York, or J. S. Morgan & Co., London, will please take notice that we shall presume conclusively that he has assented to a deposit of his bonds under the said Plan of Reorganization; or he may surrender his certificate at either of said offices on or before that date, and in return therefor we will deliver to him the bonds represented thereby.

All bonds not so dissenting or withdrawn will be deposited by us under said Plan.

J. P. MORGAN & CO.
BROWN BROTHERS & CO.
BARING, MAGOUN & CO.

London, June 22, 1898.

Having jointly made an issue of the above-described bonds in this market, under date of May 15th, 1898, simultaneously with that made in New York by our respective representatives, who have signed the above circular, we strongly recommend all holders of certificate for such bonds to assent to the terms proposed for the bonds under the Plan of Reorganization. Signed "Assents" may be sent to Messrs. J. S. Morgan & Co., 22 Old Broad Street, London.

J. S. MORGAN & CO.
BROWN, SHIPLEY & CO.
BARING BROTHERS & CO., Limited.

## The Baltimore & Ohio Railroad Co.

**Six Per Cent. Gold Mortgage Bonds Due April 1, 1919, and Known as "Parkersburg Branch Bonds."**

23 Wall Street,
New York, July 14, 1898.

To the Holders of Certificates issued under the Bondholders' Agreement dated April 1, 1898, representing B. and O. "Parkersburg Branch Bonds":

Referring to our circular of June 22, 1898, we have now to inform you that holders of the above-described certificates representing more than 60 per cent. of the bonds deposited with us under the said Agreement of April 1, 1898, have given their written assent to the deposit of such bonds under the Plan for the Reorganization of the Baltimore and Ohio Railroad Company dated June 22, 1898.

By the terms of said Agreement we are thus empowered to deposit under said Plan all of the "Parkersburg Branch" bonds held by us.

Any non-assenting certificate holder who fails to notify us of his dissent on or before July 28, 1898, will please take notice that we shall presume conclusively that he has assented to a deposit of his bonds under the said Plan of Reorganization, or he may surrender his certificate to us on or before that date, and, in return therefor, we will deliver to him the bonds represented thereby.

All bonds not so dissenting or withdrawn will be deposited by us under said Plan.

J. P. MORGAN & CO.

## Wheeling & Lake Erie
### REORGANIZATION.

**To the Holders of Central Trust Co.'s Certificates of Deposit for Stock.**

Notice is hereby given that the time for the presentation of Certificates of Deposit for Preferred and Common Stock at the Central Trust Company, and the payment of the installment of $2.00 and $1.00 per share on Certificates for Preferred and Common Stock, respectively, expires on Monday, July 25, 1898.

LOUIS FITZGERALD,
J. KENNEDY TOD,
GEORGE COPPELL,
EUGENE DELANO,
WILLIAM A. DICK,
Reorganization Committee.
ALVIN W. KRECH,
Secretary, 120 Broadway.

**The Tradesmens National Bank**
Of the City of New York.
Capital and Surplus - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

# THE FINANCIAL MARKETS

Such factors as seem likely to develop and become influential during the coming week will in all probability be powerful enough to bring about more activity than the market has recently enjoyed. Furthermore, they seem likely to bring about improvement in values.

Certain it is that only extraordinarily bad news—news worse than any the Street has had yet—can induce liquidation of stocks. Despite all the yellow fever talk and the much hippodromed reports regarding the probability of German interference in the Philippines, security holders have refused absolutely to become frightened or even timid. Old stock market observers have been astounded at the stanch way in which American investors have withstood all attempts to force liquidation, and at the unusual coolness shown by them at the time when investment sentiment might reasonably be expected to be most wavering.

⁂

Most important of all new developments, barring possible matters of consequence in the progress of the war, will be the reestablishment of profitable freight rates by the big American trunk lines and the ending of all the recent rate cutting that has been so disastrous to railroad earnings, especially among the lines of the Northwest, where competition with Canadian roads has been fierce and determined.

Among Northwestern railroad interests there is much new enthusiasm because of the settlement of those rate difficulties, which, in addition to keeping down earnings, has for the time being prevented stock market expression of the generally favorable sentiment on the securities of those properties. One Northern Pacific Director, in the course of conversation one day last week, declared that to put an end to the rate war—to settle it permanently—would mean an increase in earnings equal to 2 per cent. on the company's capital stock. And there are many other roads which will derive equally great benefits from the reestablishment of traffic schedules.

## IN OTHER CITIES.

Business conditions and prospects in half a dozen of the big cities in various parts of the country are shown by the following dispatches to THE NEW YORK TIMES:

Boston—Jobbing in all lines is improving slowly but steadily. The general retail trade is fair. Business sentiment is altogether good, and preparations are being made for an active Fall and Winter. Textile manufacturers very hopeful of improved business. Sales of wool to the mills are increasing. Money is plenty in Boston and throughout New England, and rates are very low. In financial circles there is a generally good feeling.

Philadelphia—In nearly all mercantile lines a forward tendency is apparent. In the opinion of conservative business men, the general outlook is favorable. Shading in coal prices seems to have brought out better demand for anthracite. In practically every trade business is better than it was at this time last year, although this is the Summer season, and dullness is only natural. Many lines have profited by the Government's big orders. Money is plenty for all purposes and seems likely to continue in good supply for some time to come. Local investment sentiment is bullish.

Chicago—Jobbers and merchants here report a very satisfactory trade, considering the season. The demand from retailers throughout this section is good and the movement in merchandise is greater than that of this period last year. Collections are reported very good. Financial sentiment is shown by the heavy demand for local securities. Banks are offering funds liberally at low rates, but there is very little demand for money. Grain markets are quiet, but, it is generally believed, only for the moment. Outlook quite satisfactory. Indications of big business here in the Fall.

St. Louis—Manufacturers report material gains over last Summer, amounting to from 10 to 20 per cent. Retail demand very good. Grain movement at the moment is light. Money is abundant, but the demand for securities, both local and other, is small. Among St. Louis merchants no complaints are to be heard; all, in fact, unite in hopefulness, believing that there is to be considerable improvement within the next three months. No one is paying any attention to the war as a business factor, except in so far as it is productive of orders for Government supplies.

New Orleans—Local business shows a pronounced tendency toward improvement, although, as yet, results have not been much to speak of. However, the outlook is most encouraging. The average business compares well with that of last July. No difficulty is experienced by merchants in obtaining loans, as funds are abundant.

San Francisco—California crops are not what they were expected to be in point of yield, but good prices obtain for most products. Wheat stocks are low. Trade is generally good, and in those lines helped by Government orders there is great activity. Although the harvesting is going on steadily, money is in light demand, and is practically a drug.

### SPECULATION IN THE WAR BONDS.

The Chicago Tribune quotes a leading banker of that city as saying regarding the new Government bonds:

"The active public speculation in the new war bonds, which has begun even before the bonds have been issued, will get a sudden check as soon as it is demonstrated that there is a limit to the premium which the trust and banking interests, which must ultimately take the bonds from the speculators, will be willing to offer for them. Our bank to-day made a bid of 125 for $100,000 of the old 4 per cents. We would rather pay this price for the old 4 per cents than pay 102 for the new 3 per cents, for the reason that there will be a good deal more stability and less fluctuation in bonds which have thirty years to run than in those which will run only ten years, and also we like to figure on a longer period of interest."

### THE TAX AND THE TRADERS.

Says the Boston News Bureau:

"The war tax levy is clearing the floor of the New York Exchange of room traders as nothing else could have done, and it has also exposed the smallness of the average profit arising from room traders' operations when a tax of $2 per 100 shares becomes practically prohibitory. For instance, one room trader the other day, upon the floor of the Stock Exchange, turned over several hundred shares of stock with his usual ⅛ loss or ¼ profit as between markets or outside orders, and at the close of the day the difference showed him $100 profit. This in ordinary times would represent an income of $25,000 to $30,000 a year, which is a liberal allowance for a room trader's income, but when this particular room trader had computed his $2 per 100 revenue tax he found himself just $62 out of pocket in place of being $100 ahead. This stopped his room trading operations, and his case is believed to be but an illustration of his class.

"Another room trader figured his average earnings at $15,000 per annum, but upon going over his books he found that a $2 war revenue tax upon his sales would have amounted to $32,000 per annum, thus converting his $15,000 income into a $17,000 loss. The result is a narrowing of the markets, making quotations so wide apart as to diminish active trading throughout the country. We have now what some people have asked for, a more natural market than for years past. It remains to be seen how satisfactory a market it will prove to be."

## TREASURY STATEMENT.

WASHINGTON, July 23.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 23d day of July, 1898:

| CASH IN THE TREASURY. | | | |
|---|---|---|---|
| Gold coin | $128,007,772.84 | | |
| Gold bullion | 96,901,913.60 | | |
| | | $224,909,686.44 | |
| Outstand gold certificates | $37,312,149.00 | | |
| Less gold certificates in Treasury | 1,611,290.00 | | |
| | | 35,700,859.00 | |
| | | | *$189,208,827.44 |
| Standard silver dollars | $401,482,121.00 | | |
| Silver bullion | 787,391.95 | | |
| | | $402,269,512.95 | |
| Outstanding silver certificates | $399,581,504.00 | | |
| Less silver certificates in Treasury | 10,176,081.00 | | |
| | | 389,405,423.00 | |
| | | | 12,864,089.95 |
| Standard silver dollars of 1890 | $3,354,589.00 | | |
| Silver bullion of 1890, (cost) | 97,079,691.00 | | |
| | | $100,434,280.00 | |
| Less outstanding Treasury notes | | 100,434,280.00 | |
| United States notes | | $68,900,564.00 | |
| Outstanding currency certificates | $28,965,000.00 | | |
| Less currency certificates in Treasury | 6,465,000.00 | | |
| | | 22,500,000.00 | |
| | | | 46,400,564.00 |
| Treasury notes of 1890 | $3,944,214.00 | | |
| National bank notes | 4,747,801.05 | | |
| Fractional silver coin | 11,897,211.82 | | |
| Fractional currency | 52.57 | | |
| Minor coin | 1,280,175.68 | | |
| Deposits in National banks | 58,898,547.90 | | |
| Bonds and interest paid | 5,687,696.34 | | |
| | | $86,435,699.34 | |
| Less National bank 5 per cent. fund | $8,001,541.24 | | |
| Outstanding checks and drafts | $10,301,496.85 | | |
| Disbursing officers' balances | 47,131,542.31 | | |
| Post Office Department account | 4,282,897.05 | | |
| Miscellaneous items | 2,162,612.31 | | |
| | | 71,880,089.76 | |
| | | | 14,605,609.58 |
| Available cash balance, including gold reserve | | | $263,079,090.97 |

| RECEIPTS. | This Day. | This Month. | This Fiscal Y'r. |
|---|---|---|---|
| Customs | $516,347.18 | $11,182,969.63 | $11,182,969.63 |
| Internal revenue | 1,104,517.17 | 20,134,373.21 | 20,134,373.21 |
| Miscellaneous | 33,688.36 | 2,209,229.11 | 2,209,229.11 |
| Total receipts | $1,654,552.71 | $33,526,571.95 | $33,526,571.95 |
| EXPENDITURES. | | | |
| Civil and miscellaneous | $264,000.00 | 9,474,000.00 | 9,474,000.00 |
| War | 1,210,000.00 | 22,300,000.00 | 22,300,000.00 |
| Navy | 185,000.00 | 7,025,000.00 | 7,025,000.00 |
| Indians | 30,000.00 | 373,000.00 | 373,000.00 |
| Pensions | 200,000.00 | 11,592,000.00 | 11,592,000.00 |
| Interest | 200,000.00 | 4,700,000.00 | 4,700,000.00 |
| Total expenditures | $2,089,000.00 | $55,464,000.00 | $55,464,000.00 |
| Excess of expenditures over receipts | 434,447.29 | 21,937,428.05 | 21,937,428.05 |
| NATIONAL BANK FUND. | | | |
| Deposits under act July 14, 1890 | 976,500.00 | 1,777,301.50 | 1,777,301.50 |
| Redemptions under act July 14, 1890 | 48,313.00 | 1,246,940.00 | 1,246,940.00 |

| REDEMPTION OF NOTES. | U. S. Notes. (Since 1879.) | Treasury Notes. (Since 1890.) | Total. |
|---|---|---|---|
| To date | $520,303,508.00 | $92,803,438.00 | $613,106,946.00 |
| This fiscal year | 3,482,001.00 | 228,820.00 | 3,710,821.00 |
| This month | 3,482,001.00 | 228,820.00 | 3,710,821.00 |
| This day | 1,286,615.00 | 160,200.00 | 1,446,815.00 |

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

## DIVIDENDS.

STEAM RAILROAD STOCKS.

| Company and Period. | Amt. | Payable. | Books Close. | Books Open. |
|---|---|---|---|---|
| Boston & Maine (quarter) | 1½ | Oct. 1 | ........ | ........ |
| Boston & Maine pf. (semi-annual) | 3 | Sep. 1 | ........ | ........ |
| B., C. R. & N. (semi-annual) | 2 | Aug. 1 | July 15 | Aug. 1 |
| Canada Southern | 1 | Aug. 1 | June 30 | July 15 |
| Central of New Jersey (quarter) | 1 | Aug. 1 | July 15 | July 22 |
| Chi., Rock Island & Pac. (quarter) | 1¼ | Aug. 1 | June 29 | July 11 |
| Chi., Rock Island & Pac. (extra) | *10 | Aug. 1 | June 29 | July 11 |
| C., St. P., M. & O. pf. (semi-annual) | 3½ | Aug. 20 | July 30 | Aug. 15 |
| Cin., Ham. & Dayton pf. | 1¼ | Aug. 8 | July 28 | Aug. 9 |
| Cin., Ports. & Virginia pf. | 1 | Aug. 10 | ........ | ........ |
| Great Northern pf. (quarter) | 1½ | Aug. 1 | July 1 | Aug. 2 |
| Hun. & Broad Top Mountain Railroad & Coal pf. | 2½ | Aug. 1 | July 20 | Aug. 1 |
| Illinois Central (semi-annual) | 2½ | Sep. 1 | Aug. 1 | Aug. 22 |
| Lake Erie & Western pf. (quarter) | 1¼ | Aug. 15 | July 30 | Aug. 16 |
| L. S. & M. S. (semi-annual) | 3½ | July 29 | June 30 | July 14 |
| Michigan Central | 2 | July 29 | June 30 | July 14 |
| Nash., Chatt. & St. L. (quarter) | 1 | Aug. 1 | July 23 | Aug. 2 |
| Northern Pacific pf. (quarter) | 1 | Sep. 6 | Aug. 10 | Aug. 22 |
| Rio Grande Western pf. | 1¾ | Aug. 1 | June 30 | Aug. 2 |
| St. P., M. & M. (quarter) | 1½ | Aug. 1 | July 15 | Aug. 2 |

*Stock.

STREET RAILWAY STOCK.

| Company and Period. | Amt. | Payable. | Books Close. | Books Open. |
|---|---|---|---|---|
| Albany Railway (quarter) | 1½ | Aug. 1 | July 21 | Aug. 2 |
| Albany Railway (extra) | 1¼ | Aug. 1 | July 21 | Aug. 2 |
| Columbus (Ohio) St. Railway | 1 | Aug. 1 | July 21 | Aug. 1 |
| D. D., E. B'way & Bat. (quarter) | 1½ | Aug. 1 | July 21 | Aug. 2 |

BANK STOCK.

| Company and Period. | Amt. | Payable. | Books Close. | Books Open. |
|---|---|---|---|---|
| Corn Exchange | 6 | Aug. 1 | ........ | ........ |
| German-American | 3 | Aug. 1 | July 22 | Aug. 1 |
| Hudson River | 3 | Aug. 1 | July 22 | Aug. 2 |
| Pacific (quarter) | 2 | Aug. 1 | July 19 | Aug. 2 |
| People's, Brooklyn | 3 | Aug. 1 | July 22 | Aug. 1 |

MISCELLANEOUS COMPANIES.

| Company and Period. | Amt. | Payable. | Books Close. | Books Open. |
|---|---|---|---|---|
| Am. Dist. Tel., Phila., (quarter) | 1 | Aug. 15 | Aug. 15 | Aug. 15 |
| Am. Steel & Wire pf. (quarter) | 1¾ | Aug. 1 | July 15 | Aug. 2 |
| American Tobacco | 2 | Aug. 1 | July 15 | Aug. 2 |
| American Tobacco pf. (quarter) | 2 | Aug. 1 | July 15 | Aug. 2 |
| Consol. Car Heating (quarter) | 1½ | Aug. 1 | ........ | ........ |
| Edison Electric Illuminating of New York (quarter) | 1½ | Aug. 1 | ........ | ........ |
| Edison Electric Illuminating of Boston | 2 | Aug. 1 | July 15 | Aug. 1 |
| H. B. Claflin 1st pf. (quarter) | 1¼ | Aug. 1 | July 22 | Aug. 2 |
| H. B. Claflin 2d pf. (quarter) | 1½ | Aug. 1 | July 22 | Aug. 2 |
| Henderson Bridge | 2½ | Aug. 1 | July 21 | Aug. 2 |
| Homestake Mining (monthly) | 25c | July 25 | July 20 | July 25 |
| Homestake Mining (extra) | 25c | July 25 | July 20 | July 25 |
| Lawyers' Title Insurance | 2½ | Aug. 1 | July 16 | Aug. 2 |
| Lawyers' Title Insurance (extra) | 1 | Aug. 1 | July 16 | Aug. 2 |
| Proctor & Gamble (semi-annual) | 6 | Aug. 15 | Aug. 1 | Aug. 15 |
| Pullman Palace Car (quarter) | $2 | Aug. 15 | Aug. 1 | Aug. 16 |
| Pullman Palace Car (special) | $20 | Aug. 15 | Aug. 1 | Aug. 16 |
| Quincy Mining | $3.50 | Aug. 15 | July 22 | Aug. 1 |
| Saratoga Gas, Electric Light and Power pf. (semi-annual) | 2½ | Aug. 1 | July 20 | Aug. 4 |
| Street's W. S. C. L. | ½ | July 25 | July 14 | July 25 |
| U. S. Rubber pf. (quarter) | 2 | July 30 | July 15 | Aug. 1 |
| Westinghouse Car Brake | *100 | Aug. 15 | July 29 | Aug. 15 |

*Payable in capital stock at par.

## MEETINGS.

| | Books Close. | Books Open. | Date. | Nature. |
|---|---|---|---|---|
| Metropolitan Street Railway | ...... | ........ | Aug. 9 | Special |
| Tenn. Coal, Iron & R. R. | ...... | ........ | Sep. 15 | Special |
| West India Improvement Co. | ...... | ........ | Aug. 1 | Annual |

### THE ENVELOPE COMBINATION.

The United States Envelope Company, securities of which are now being offered to the public, plainly states in its prospectus that it is not the intention of the consolidated company to increase the already large earnings by raising the price of envelopes. It is manifestly following the example of the Standard Oil Company and the Sugar Trust, both of which have earned immense dividends for their stockholders by keeping the selling price of their products below the mark of successful competition. The new envelope company will be able to make a great saving in its purchases of paper, which is the great cost in envelope production. It would seem also as if the paper mills would profit at the same time, as they will be able to run continually on the large orders for standard sizes. A saving will also be made in the item of freight by shipping in carload lots, and, of course, the selling department can be conducted more economically than by the ten companies operated individually.

The fact that the bankers financing the envelope consolidation have been able to dispose of at private sale all but $2,200,000 of the total $6,500,000 securities is not only flattering to the enterprise, but demonstrates how little effect the present war with Spain has upon the financial market.

### FINANCIAL ANNOUNCEMENTS.

The quarterly statements of the following banks will be found in another column: American Exchange National Bank, National Bank of Commerce in New York, Central National Bank, Irving National Bank.

DIVIDENDS.

## ARE YOU INSURED?

THE RUTGERS FIRE INSURANCE COMPANY,
No. 200 PARK ROW.
New York, July 12th, 1898.

EIGHTY-EIGHTH DIVIDEND.

The Board of Directors have this day declared a semi-annual dividend of Four Per Cent., payable on and after Aug. 1st, 1898. The transfer books will be closed from the 18th inst. to Aug. 1st, 1898.

HENRY C. KREISER,
Secretary.

THE LAWYERS' TITLE INSURANCE COMPANY OF NEW YORK.
37 and 39 Liberty St., 44½ and 46 Maiden Lane,
New York, July 14th, 1898.

THE BOARD OF DIRECTORS of this Company has this day declared a dividend of 2½ per cent. and an extra dividend of 1 per cent., payable at the Company's offices on Aug. 1, 1898. The transfer books will be closed Saturday, the 16th inst., and reopened Tuesday, the 2d of August, 1898.

JOHN DUER, Treasurer.

Tennessee Coal, Iron and Railroad Co.
No. 80 Broadway, New York, July 19, 1898.

The coupons due Aug. 1, 1898, on the Bonds of the De Bardeleben Coal & Iron Company will be paid at maturity at the Hanover National Bank, New York City.

The coupons due Aug. 1, 1898, on the South Pittsburg Bonds of this Company, will be paid at maturity at the Fourth National Bank, N. Y.

J. BOWRON, Treas.

THE TRANSFER BOOKS OF THE GENERAL 1st Mtge. 4 Per Cent. Registered Bonds of the Cinn., Indp., St. Louis and Chicago Ry. Co. will close at the office of the Central Trust Co. of N. Y. Monday, July 25, 1898, at 3 o'clock, preparatory to the paying of the quarterly interest thereon due Aug. 1, and will open Aug. 1 at 10 A. M.

E. F. OSBORN, Sec'y.

Cincinnati, O., July 18, 1898.

DIVIDENDS.

OFFICE OF THE

## Northern Pacific Railway Company

MILLS BUILDING,
New York, July 13, 1898.

At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of ONE PER CENT. on the Preferred Stock of this Company for the quarter ending September 1st, 1898, same to be paid September 6, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on August 10th, 1898.

For the purpose of such dividend, the transfer books of this company will be closed at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

NORTHERN PACIFIC RAILWAY COMPANY.
By GEORGE H. EARL, Secretary.

23 WALL STREET,
New York, July 13, 1898.

The above dividend of one per cent. will be payable on September 6th, 1898, to holders of record at the close of business on August 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

J. P. MORGAN & CO., New York.
DEUTSCHE BANK, Berlin.
Agents for Voting Trustees.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO., 52 WALL STREET, New York, July 21st, 1898.—A dividend of THREE AND ONE-HALF PER CENT. on the preferred stock of this Company will be paid at this office on Saturday, August 20th, 1898. Transfer books of the preferred and common stocks will close on Saturday, July 30th, at 12 M. and reopen on Monday, August 15th, 1898.

S. O. HOWE, Treasurer.

The Hudson River Bank,
Columbus Av. and 72d St.
New York, July 21, 1898.

The Board of Directors of this bank have declared a dividend of Three (3) Per Cent. upon the capital stock, payable on and after August 1st, proximo.

Transfer books will be closed from July 22d to August 2d.

PETER SNYDER,
Cashier.

OFFICE OF THE SOUTHERN PACIFIC COMPANY, No. 23 Broad St., (Mills Building.)—Coupons due Aug. 1, 1898, from the following bonds will be paid on and after that date at this office: TEXAS AND NEW ORLEANS R. R. CO. 1st mortgage 7 per cent., Main Line; GALVESTON, HARRISBURG AND SAN ANTONIO RY. CO. 1st mortgage 6 per cent., Eastern Division.

N. T. SMITH, Treasurer.

Pacific Bank,
No. 470 Broadway, N. Y.
New York, July 19, 1898.

The Board of Directors have this day declared a quarterly dividend of Two Per Cent. (2 Per Cent.) payable on and after August 1st, next. The transfer books will be closed to August 1st, 1898.

S. C. MERWIN, Cashier.

MEETINGS AND ELECTIONS.

Office of the
TENNESSEE COAL, IRON AND RAILROAD CO.,
Tracy City, Tennessee, July 13, 1898.

TO THE STOCKHOLDERS:

Notice is hereby given that a Special Meeting of the Stockholders of this Company has been called, and will be held at the office of the Company, Tracy City, Tennessee, on Thursday, the 15th day of September, 1898, at one o'clock in the afternoon, the purpose of such meeting being to enable the Stockholders to determine whether they will or will not approve certain contracts, deeds, and conveyances, with and to and for the Alabama Steel and Ship Building Company, of the State of Alabama, by and from this Company, and constituting a disposition of part of the property of this Company, and authorizing and confirming the action of the Board of Directors in acquiring the stock and bonds of said Alabama Company, all as authorised by the laws of the State of Tennessee, and also by the special act passed by the Legislature of the State of Alabama February 10, 1898, conferring special powers on this company. By order of the Board of Directors.

JNO. F. FLETCHER, JR., Secretary.

FINANCIAL.

# $600,000
## THE MIDLAND TERMINAL RAILWAY COMPANY
### 1st Mtge. 5% Sinking Fund Gold Bonds

Dated December 1st, 1895; Principal due December 1st, 1925. Interest payable June 1st and December 1st of each year. Principal and interest payable at Farmers' Loan & Trust Co. of New York City, in gold coin of the present standard of weight and fineness. Coupon bonds of $1,000 each, with provision for registration of the principal.

The Midland Terminal Railway Company, organized in the Fall of 1892, operates forty miles of road from Divide (a station on the Colorado Midland Railway) to Cripple Creek. By means of the Colorado Midland Railway, it has connections with the Atchison, Topeka & Santa Fé, Union Pacific, Denver & Gulf, Chicago, Rock Island & Pacific, and the Denver & Rio Grande Railways, as well as other lines entering Denver.

CAPITALIZATION.

| | | |
|---|---|---|
| Capital stock | | $1,000,000 |
| Bonded debt | $1,000,000 | |
| Less bonds redeemed | 400,000 | |
| Net bonded debt only | | 600,000 |
| Total | | $1,600,000 |

The earnings of the Midland Terminal Railway for the first four years have been such that the Company has found it necessary to issue only $600,000 bonds instead of $1,000,000, as originally proposed, which amount is executed by the Company and certified by the Trustees. $400,000 of the bonds have now been cancelled, leaving bonds Nos. 1 to 600, inclusive, outstanding.

EARNINGS.

E. H. ROLLINS & SONS, Boston, Mass.:

Dear Sirs: Pursuant to your instructions we have made an examination of the books and accounts of THE MIDLAND TERMINAL RAILWAY COMPANY of Colorado, in detail, and in accordance therewith certify that the net earnings for the four years ending November 30, 1897, applicable to interest on bonds, amounted to the sum of $527,501.08.

For improvements and additions to the property from January 1, 1896, to December 31, 1897, there was paid and charged to operating expenses the sum of $38,700.56, which under strict construction would have been chargeable to the cost of property. Yours very truly,

(Signed)
THE AUDIT COMPANY OF NEW YORK.
New York, June 17, 1898.

For the fiscal year ending November 30th, 1897, 40 miles operated:

| | |
|---|---|
| Gross earnings | $409,346.48 |
| Operating expenses, taxes, and rentals | 238,929.54 |
| Net earnings | $170,416.79 |

The first six months of the present fiscal year show an increase in gross earnings over last year of $15,816.

The fixed charges are $30,000 per annum, after the payment of which (based on the earnings for 1897) there was a surplus of $140,416.94 applicable to sinking fund and dividends upon the capital stock of $1,000,000, or about 14 per cent.

SINKING FUND.

The mortgage under which these bonds are issued requires that a sinking fund of 5 per cent. of the gross earnings of the company be set aside each year for the purchase of bonds in the open market; or, in case the bonds cannot be so purchased, the Trust Company shall draw bonds by lot and redeem the same at 105 and accrued interest.

The sinking fund affecting this issue of bonds commenced June 1, 1898.

Mortgage and legality approved by Messrs. Hornblower, Byrne, Taylor & Miller, New York.

A complete descriptive circular, giving the yearly earnings from December 1, 1894, as well as the monthly earnings from December 1, 1896, to June 1, 1898, also statistics relative to the gold production at Cripple Creek during the last four years, and other information covering the territory served by this railroad, furnished on application.

**Price 102 and accrued Interest.**

**PAYING ABOUT 5%.**

**E. H. ROLLINS & SONS**
19 Milk St., Boston.

## Metropolitan West Side Elevated Railroad Company
(OF CHICAGO.)
### REORGANIZATION.

**To the holders of First Mortgage Bonds and Coupons, and Capital Stock of the Metropolitan West Side Elevated Railway Company and of receipts and trust certificates issued by the Central Trust Company of New York therefor.**

Pursuant to the provisions of the agreement of January 30, 1897, notice is hereby given that this Committee has prepared and adopted a plan of reorganization, and lodged a copy thereof with the Central Trust Company of New York.

Further deposits of the above-named First Mortgage Bonds and coupons and capital stock will be received by the CENTRAL TRUST COMPANY OF NEW YORK, 54 WALL STREET, NEW YORK, AMERICAN LOAN & TRUST COMPANY OF BOSTON, and the ILLINOIS TRUST & SAVINGS BANK OF CHICAGO, up to and including August 5th, 1898. Copies of the plan and agreement may be obtained at the office of any of the depositaries.

New York, July 13, 1898.

FREDERIC P. OLCOTT,
Chairman.
WALTER G. OAKMAN,
SAMUEL THORNE,
Committee.
ADRIAN H. JOLINE, Counsel.
J. N. WALLACE, Secretary,
54 Wall Street, New York City.

**U. S. GOV. 3's**
BOUGHT AND SOLD.
**Welles, Herrick & Hicks,**
Members N. Y. Stock Exchange.
15 Wall Street, New York.

**International Paper Company**
SECURITIES
DEALT IN BY
**THOMAS L. MANSON, JR., & CO.,**
96 BROADWAY, N. Y.

**BROWN BROTHERS & CO.,**
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

**Glucose Sugar Refining Co.**
STOCKS DEALT IN.
**DAVID PFEIFFER, 18 Wall St.**

### NATIONAL HAY ASSOCIATION.

**Aug. 9 the Day for the Annual Meeting at Buffalo.**

CANAJOHARIE, N. Y., July 24.—A call for the fifth annual meeting of the National Hay Association, to be held at Buffalo, N. Y., Aug. 9, is announced.

Reports received from the Eastern, Middle, and Western States show the tonnage of hay this year to be greater than any during the past ten years and the conditions of the harvested crop above the average.

### Honors for Lincoln Councilwomen.

PLAINFIELD, N. J., July 24.—The Councilwomen of Lincoln expect to have distinguished honors accorded them at the National Convention of Mayors and Aldermen to be held at Detroit next month. They will probably be the only women delegates present, and the knowledge that they will visit the convention as delegates has already reached Detroit and has resulted in their receiving numerous invitations to be entertained. They attended the convention at Columbus, Ohio, last year. Mayor Drake and Miss Emma Ebel, the President of the Common Council, are at the head of a movement for a big convention of members from the women's clubs of New Jersey, to be held at Lincoln in September.

# NATIONAL BANK REPORTS

**STATEMENTS AT THE CLOSE OF BUSINESS JULY 14, 1898.**

**All Bank Statements Published in The New York Times Will Be Printed in Book Form and Can Be Had Upon Application at the Publication Office.**

[No. 876.]
REPORT OF THE CONDITION OF THE
CENTRAL NATIONAL BANK,
at New York, in the State of New York, at the close of business July 14th, 1898:

| RESOURCES. | | |
|---|---|---|
| Loans and discounts | | $9,954,721.31 |
| Overdrafts, secured and unsecured | | 6,915.71 |
| U. S. bonds to secure circulation | | 60,000.00 |
| U. S. bonds to secure U. S. deposits | | 210,000.00 |
| U. S. bonds on hand | | 28,500.00 |
| Premiums on U. S. bonds | | 5,200.00 |
| Stocks, securities, &c. | | 747,990.56 |
| Furniture and fixtures | | 37,457.47 |
| Other real estate and mortgages owned | | 208,579.00 |
| Due from National banks (not reserve agents) | | 1,611,172.35 |
| Due from State banks and bankers | | 180,009.95 |
| Checks and other cash items | | 87,302.43 |
| Exchanges for Clearing House | | 865,160.45 |
| Notes of other National banks | | 20,000.00 |
| Fractional paper currency, nickels, and cents | | 7,202.36 |
| Lawful money reserve in bank, viz.: | | |
| Specie | $2,470,649.50 | |
| Legal-tender notes | 1,027,885.00 | |
| | | 3,498,534.50 |
| Redemption fund with U. S. Treasurer (5 per cent. of circulation) | | 2,700.00 |
| Due from U. S. Treasurer (other than 5 per cent. redemption fund) | | 20,002.50 |
| Total | | $17,546,448.59 |
| LIABILITIES. | | |
| Capital stock paid in | | $1,000,000.00 |
| Surplus fund | | 400,000.00 |
| Undivided profits, less expenses and taxes paid | | 95,778.43 |
| National bank-notes outstanding | | 54,000.00 |
| Due to other National banks | | 6,513,876.12 |
| Due to State banks and bankers | | 2,086,901.96 |
| Dividends unpaid | | 8,719.16 |
| Individual deposits subject to check | | 6,779,948.21 |
| Demand certificates of deposit | | 64,303.50 |
| Certified checks | | 360,677.11 |
| Cashier's checks outstanding | | 95,244.38 |
| Deposits of U. S. disbursing officers | | 86,449.72 |
| Liabilities other than those above stated | | 550.00 |
| Total | | $17,546,448.59 |

State of New York, County of New York, ss.:

I, EDWIN LANGDON, President of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

EDWIN LANGDON, President.

Subscribed and sworn to before me this 23d day of July, 1898.

DANIEL A. SLATTERY, Notary Public, N. Y. Co.

Correct—Attest:
L. F. DOMMERICH,
W. L. STRONG,
HENRY TUCK,
} Directors.

REPORT OF THE CONDITION OF THE
NATIONAL BANK OF COMMERCE IN NEW YORK,
at New York, in the State of New York, at the close of business 14th of July, 1898.

| RESOURCES. | | |
|---|---|---|
| Loans and discounts | | $21,059,246.90 |
| Overdrafts | | 257.60 |
| U. S. bonds to secure circulation | | 2,000,000.00 |
| U. S. bonds to secure U. S. deposits | | 1,100,000.00 |
| Premiums on U. S. bonds | | 175,136.00 |
| Stocks, securities, &c. | | 1,521,456.93 |
| Banking house | | 2,238,000.00 |
| Other real estate | | 41,300.00 |
| Due from National banks | | 1,857,232.05 |
| Due from State banks and bankers | | 144,555.21 |
| Checks and other cash items | | 64,157.81 |
| Exchanges for Clearing House | | 4,251,207.37 |
| Notes of other National banks | | 64,000.00 |
| Fractional paper currency, nickels, and cents | | 2,045.16 |
| Lawful money reserve in bank, viz.: | | |
| Specie | $2,458,734.97 | |
| Legal-tender notes | 2,224,956.00 | |
| | | 4,683,690.97 |
| Redemption fund with U. S. Treasurer, (5 per cent. of circulation) | | 90,000.00 |
| Due from U. S. Treasurer other than 5 per cent. redemption fund | | 182,000.00 |
| Total | | $39,469,786.00 |
| LIABILITIES. | | |
| Capital stock paid in | | $5,000,000.00 |
| Surplus fund | | 2,000,000.00 |
| Undivided profits, less expenses and taxes paid | | 1,464,680.59 |
| National bank notes outstanding | | 1,800,000.00 |
| Due to other National banks | | 5,348,565.50 |
| Due to State banks and bankers | | 6,262,996.98 |
| Dividends unpaid | | 18,668.00 |
| Individual deposits subject to check | | 12,982,065.58 |
| Demand certificates of deposit | | 19,576.00 |
| Time certificates of deposit | | 450,000.00 |
| Certified checks and acceptances | | 2,203,095.93 |
| Cashier's checks outstanding | | 30,078.75 |
| United States deposits | | 1,128,001.99 |
| Deposits of U. S. disbursing officers | | 32,056.68 |
| United States bonds borrowed | | 730,000.00 |
| Total | | $39,469,786.00 |

State of New York, County of New York, ss.:

I, WILLIAM C. DUVALL, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

W. C. DUVALL, Cashier.

Subscribed and sworn to before me this 22d day of July, 1898.

WARREN C. FRENCH, Jr.,
Notary Public, N. Y. Co.

Correct—Attest:
WOODBURY LANGDON,
CHARLES H. RUSSELL,
W. W. SHERMAN,
} Directors.

[No. 1,394.]
REPORT OF THE CONDITION OF
THE AMERICAN EXCHANGE NATIONAL BANK,
at New York, in the State of New York, at the close of business Thursday, July 14th, 1898:

| RESOURCES. | | |
|---|---|---|
| Loans and discounts | | $19,182,418.89 |
| Overdrafts, secured and unsecured | | 33,734.20 |
| United States bonds: | | |
| 4s of 1907 | $2,000,000.00 | |
| 4s of 1925 | 1,550,000.00 | |
| 5s | 1,500,000.00 | |
| | | 5,050,000.00 |
| Premiums on U. S. bonds | | 517,000.00 |
| Stocks, securities, &c. | | 1,455,794.49 |
| Banking house, furniture, and fixtures | | 800,000.00 |
| Other real estate and mortgages owned | | 53,070.45 |
| Due from National banks (not reserve agents) | | 2,200,282.14 |
| Due from State banks and bankers | | 472,089.87 |
| Checks and other cash items | | 175,618.07 |
| Exchanges for Clearing House | | 2,997,899.29 |
| Notes of other National banks | | 7,032.00 |
| Lawful money reserve in bank, viz.: | | |
| Specie | $2,737,843.26 | |
| Legal-tender notes | 2,763,000.00 | |
| U. S. certificates of deposit for legal tenders | 870,000.00 | |
| | | 6,370,843.26 |
| Redemption fund with U. S. Treasurer (5% of circulation) | | 200,250.00 |
| Due from U. S. Treasurer other than 5% redemption fund | | 118,000.00 |
| Total | | $39,134,082.66 |
| LIABILITIES. | | |
| Capital stock paid in | | $5,000,000.00 |
| Surplus fund | | 2,250,000.00 |
| Undivided profits, less expenses and taxes paid | | 277,326.89 |
| Reserved for taxes | | 63,853.53 |
| National bank notes outstanding | | 3,733,760.00 |
| Due to other National banks | | 5,860,615.89 |
| Due to State banks and bankers | | 2,836,126.85 |
| Dividends unpaid | | 7,592.50 |
| Individual deposits subject to check | | 17,558,880.18 |
| Demand certificates of deposit | | 113,957.61 |
| Certified checks | | 692,071.23 |
| Cashier's checks outstanding | | 139,847.98 |
| United States deposits | | 600,000.00 |
| Total | | $39,134,082.66 |

State of New York, County of New York, ss.:

I, EDWARD BURNS, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

EDWARD BURNS, Cashier.

Subscribed and sworn to before me this 23d day of July, 1898.

J. J. BENNETT, Notary Public, Kings Co.
Certificate filed in New York Co.

Correct—Attest:
C. T. CHRISTIANSON,
J. R. MAXWELL,
DUMONT CLARKE,
} Directors.

# THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

| | |
|---|---|
| Wheat, No. 2 red | 85 |
| Corn, No. 2 mixed | 39¼ |
| Oats, No. 2 mixed | 27½ |
| Flour, Minnesota patents | $4.90 |
| Cotton, middling | 6 1-16 |
| Coffee, No. 7 Rio | 6 |
| Sugar, granulated | 5⅜ |
| Molasses, O. K. prime | 30 |
| Beef, family | 11.50 |
| Beef, hams | 22.25 |
| Tallow, prime | 3⅜ |
| Pork, mess | 10.00 |
| Hogs, dressed, 160 lb. | 5⅝ |
| Lard, prime | 5.80 |
| Iron, No. 1 Northern, foundry | 11.25 |
| Butter, creamery, Western | 18 |

CHICAGO, July 23.—Flour steady; Winter wheat patents, $4@$4.25; straights, sacks, $3.50@$3.75; special brands, hard, Spring patents, $4.75@$5; bakers', $3@$3.25. No. 2 Spring wheat, 75c; No. 3 Spring wheat, 79@90c; No. 2 red, 78½c. No. 2 corn, 34¼@34½c; No. 2 yellow corn, 34⅜@35c. No. 2 oats, 24c; No. 2 white 28½c; No. 3 white, 27@27½c. No. 2 rye, 47c. No. 2 barley, 32@35c. No. 1 flaxseed, 98c. Prime timothy seed, $2.55. Mess pork, per bbl, $9.85@$9.90. Lard, per 100 lb, $5.50@$5.52½. Short ribs, sides, (loose,) $5.50@$5.75. Dry salted shoulders, (boxed,) 4¾@5c. Short, clear, sides, (boxed,) $5.95@$6.10. Sugars, cut, loaf, unchanged.

### COTTON.

Speculation in cotton Saturday was practically at a standstill. There was almost an entire absence of outside interest of any kind. The market was painfully dull all the morning after opening steady, with prices 1 point lower to 2 points higher. The trading between the room contingent was confined to small operations for evening up accounts for a quiet Sunday. The entire scope of fluctuations was only a matter of 5 points. The market was finally steady, at a net gain of 1 to 4 points. English cables cut no figure, nor did the crop news; the latter, while somewhat conflicting and mixed with claims of rank growth, weeds, scant fruit, boll worms, rust, and shedding, are about as clean as usual at this season of the year. The local contingent is relying upon a heavy movement of new cotton to break the market, with or without reference to current low prices, unless speculation furnishes some competition.

Contract prices ranged as follows:

| | Open. | High. | Low. | Close. |
|---|---|---|---|---|
| July | .... | .... | .... | 5.83@5.85 |
| August | 5.81 | 5.83 | 5.79 | 5.82@5.83 |
| September | 5.82 | 5.86 | 5.82 | 5.84@5.86 |
| October | 5.85 | 5.88 | 5.85 | 5.87@5.88 |
| November | 5.86 | 5.90 | 5.86 | 5.89@5.90 |
| December | 5.90 | 5.92 | 5.90 | 5.92@5.93 |
| January | 5.93 | 5.96 | 5.93 | 5.96@5.97 |
| February | 5.98 | 5.98 | 5.98 | 5.99@6.01 |
| March | 6.00 | 6.02 | 6.00 | 6.02@6.04 |
| April | .... | .... | .... | 6.06@6.08 |
| May | 6.09 | 6.09 | 6.09 | 6.11@6.12 |

LIVERPOOL, July 23.—Middling uplands, 3 13-32d; January-February, 317½b; February-March, 318b; March-April, 319s; April-May, 319½b; July, 321s; July-August, 321s; August-September, 320b; September-October, 319b; October-November, 318b; November-December, 317½s; December-January, 317s.

### FUTURES.

NEW YORK PRICES.

| | Opening. | High. | Low. | Close. |
|---|---|---|---|---|
| Wheat— | | | | |
| July | 82⅝ | 82⅝ | 82¼ | 82¼ |
| September | 72⅝ | 73⅛ | 72⅝ | 73 |
| December | 71⅝ | 72⅛ | 71⅝ | 72 |
| Corn— | | | | |
| July | .. | .. | .. | 38 |
| September | 38½ | 38⅝ | 38⅜ | 38⅝ |
| December | 39 | 39⅝ | 39 | 39⅝ |
| Oats— | | | | |
| September | .. | .. | .. | 25⅝ |
| Lard— | | | | |
| July | .. | .. | .. | $5.80 |

CHICAGO PRICES.

| | Opening. | High. | Low. | Close. |
|---|---|---|---|---|
| Wheat— | | | | |
| July | 78½ | 78½ | 76¾ | 76¼ |
| September | 67⅞ | 68⅛ | 67 7-16 | 67⅝ |
| December | 67½ | 67⅝ | 67¼ | 67⅝ |
| Corn— | | | | |
| July | 33⅞ | 34¼ | 33⅞ | 34¼ |
| September | 33⅝ | 34⅜ | 33⅝ | 34⅜ |
| December | 34¼ | 35 1-16 | 34¼ | 35 |
| Oats— | | | | |
| July | 23¾ | 24 | 23¾ | 24 |
| September | 20⅝ | 20⅝ | 20 5-16 | 20⅝ |
| Lard— | | | | |
| July | .. | .. | .. | $5.52½ |
| September | $5.57½ | $5.60 | $5.57½ | $5.60 |
| Ribs— | | | | |
| July | .. | .. | .. | 5.60 |
| September | 5.65 | 5.65 | 5.62½ | 5.65 |
| Pork— | | | | |
| July | .. | .. | .. | 9.85 |
| September | 9.90 | 9.90 | 9.87½ | 9.87½ |

### BREADSTUFFS.

**Wheat.**

The actions of Saturday's wheat market were largely controlled by fluctuations in corn, shorts covering on the bullish developments in that market so that prices throughout most of the regular session were on a firm basis, with the exception of July, which, under lack of demand, closed ⅜c lower against ⅜@⅝c advance in the later deliveries.

MILWAUKEE, July 23.—No. 1 Northern, 89½c; No. 2 Northern, 88½c; September, 70½c.

MINNEAPOLIS, July 23.—July, 88c; September, 87@87½c; December, 65½c; No. 1 hard, 90⅝c; No. 1 Northern, 88⅝c; No. 2 Northern, 84⅝c.

DULUTH, July 23.—No. 1 Northern, cash, 85c; July, 85c; September, 68⅝c; December, 66⅝c.

**Oats.**

No. 2, 27½c; No. 3, 27c; No. 2 white, clips, 31½c; No. 2 white, 31½c; No. 3 white, 29½c; track, mixed, 27@28½c; track, white, 29@33c.

**Miscellaneous.**

RYE.—No. 2 Western, 54½@55c, free on board, afloat; 48c, cost, insurance, and freight, Buffalo. BARLEY.—Malting, 40@46c, cost, insurance, and freight, Buffalo.

**Flour and Meal.**

Spring patents, $4.75@$5; Winter straights, $4.35@$4.55; Winter patents, $4.60@$4.75; Spring clears, $3.80@$4; extra No. 1 Winter, $3.65@$3.90; extra No. 2 Winter, $3.40@$3.65; no grade, $1.75@$1.80, to arrive. RYE FLOUR—$2.60@$3. CORNMEAL—Kiln-dried, $2.10@$2.20, as to brand. BAGMEAL—Fine white, 85c; fine yellow, 80c; coarse, 73@74c. FEED—40, 60, and 80 lbs, Winter, in bulk, 70@72½c; Spring, bulk, 65@67½c; to arrive, 67½c; middling, bulk, 80@85c; rye feed, 62½@65c; city feed, 70c; hominy chop, 65c; oil meal, $23@$24; screenings, 30@70c.

MINNEAPOLIS, July 23.—Flour—Unchanged.

### PROVISIONS.

PORK—Mess, $10@$10.25; family, $12.50; short clear, $11.50@$13.50. BEEF—Mess, $10.50; family, $11.50; packet, $11@$11.50; extra India mess, $17. BEEF HAMS—$22. DRESSED HOGS—Bacons, 5½c; 180 lb, 5½c; 160 lb, 5⅝c; pigs, 5⅜c. CUTMEATS—Smoking bellies, 7c; 10 lb, 6¾c; 12 lb, 6¼c; 14 lb, 6c; pickled shoulders, 4@4¼c; pickled hams, 7½@8c; Western, green, 16 lb, 7c; Western, S. P., 6⅝c. TALLOW—City, 3⅜c; country, 3⅜@3⅝c. LARD—5.80c; city lard, 5.25@5.40c; refined, South America, 6.50c; Continent, 6c; Brazil, kegs, 7.60c; compound, city, 4⅝@4½c; Western, 4⅝c. STEARINE—Oleo, 5c; city lard stearine, 6½@6⅝c.

LIVERPOOL, July 23.—Close—Beef—Extra India mess, 72s 6d; prime mess, 65s. Pork—Prime mess, fine, Western, 51s 3d; prime mess, medium, Western, 48s 9d. Hams—Short cut, 14 to 16 lb, 37s 6d. Bacon—Cumberland cut, 28 to 30 lb, 30s; short rib, 20 to 24 lb, 31s; long clear middles, light, 35 to 38 lb, 31s 6d; long clear middles, heavy, 40 to 45 lb, 31s 6d; short clear backs, 16 to 18 lb, 31s; clear bellies, 14 to 16 lb, 35s; shoulders, square, 12 to 14 lb, 25s 6d. Lard—Prime Western, 28s. Cheese—American finest white, 37s; colored, 37s 6d. Tallow—Prime city, 19s 6d.

### COFFEE.

Business was very dull at the Coffee Exchange, and included nothing in the way of outside orders, as far as could be learned. The local traders were rather disposed to even up their interests for the week, and on the call 1,750 bags changed hands. After that the market became exceedingly flat, and total sales for the session reached only 6,500 bags. The market opened steady at unchanged prices, ruled generally featureless, and closed steady at unchanged prices to 5 points advance.

Contract prices ranged as follows:

| | Open. | High. | Low. | Close. |
|---|---|---|---|---|
| July | .. | .. | .. | 5.35@5.45 |
| August | 5.40 | 5.40 | 5.40 | 5.45@5.50 |
| September | 5.50 | 5.55 | 5.50 | 5.50@5.55 |
| October | 5.55 | 5.55 | 5.55 | 5.50@5.55 |
| November | .. | .. | .. | 5.50@5.55 |
| December | 5.65 | 5.65 | 5.65 | 5.60@5.65 |
| January | 5.70 | 5.70 | 5.70 | 5.70@5.75 |
| February | 5.75 | 5.75 | 5.75 | 5.70@5.75 |
| March | 5.80 | 5.80 | 5.80 | 5.75@5.85 |
| April | .. | .. | .. | 5.80@5.90 |
| May | 5.90 | 5.90 | 5.90 | 5.90@5.95 |
| June | .. | .. | .. | 5.95@6.00 |

### SUGAR.

Centrifugal, 4½c; muscovado, 3½c; molasses sugar, 3¼c.

### OILS.

Prime crude, 19c, nominal; prime crude, free on board mills, 16½@17c; prime Summer yellow, 23½@24c; off Summer yellow, 23½c; butter grades, 26@28c; prime Winter yellow, 28@29c; linseed, American, raw, 37@38c; American, boiled, 39@40c; Calcutta, raw, 54c; lard oil, choice, 49@51c.

### WOOL.

Current quotations of carpet wools, based on Wool Exchange official classification, are as follows: Carpets—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 15@16c; camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria and Vicaneer, 24@27c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B., 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; Mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

### NAVAL STORES.

Tar—Regulars, $1.85@$1.95; tar, oil barrels, $3.62½; pitch, $1.85. Spirits of turpentine, 28@28½c. Resin—Common to good strained, $1.35@$1.40; E, $1.45; F, $1.55; G, $1.65; H, $1.75; I, $1.80; K, $1.90; M, $1.90; N, $2.10; W G, $2.20; W W, $2.30.

CHARLESTON, S. C., July 23.—Turpentine, 24½c. Resin unchanged.

SAVANNAH, Ga., July 23.—Spirits of turpentine, 26c. Resin unchanged.

WILMINGTON, July 23.—Spirits of turpentine, 25½c. Resin, 95c, $1. Crude turpentine, $1, $1.50.

### METALS.

Iron, Northern, No. 1 foundry, $11.25; iron, Southern, No. 2 soft, $10.25; steel rails, $18.50; pig-iron warrants, $6.75; lake copper, ingot, 11.50c; tin, 15.62½c; lead, 3.95c; spelter, 4.50c.

### LIVE STOCK.

BEEVES—Feeling steady; cables unchanged.

CALVES—Veals, $4@$5.87½; buttermilks nominal; no Westerns; city-dressed veals slow at 8@8½c per lb.

SHEEP AND LAMBS—Sheep, $3@$4.75; lambs, $4.75@$6.40; culls, $4; most of the sales, $5@$5.75.

HOGS—[illegible]

# IN THE REAL ESTATE FIELD

The following sale at auction is down for to-day at 111 Broadway:

By John Stiebling, foreclosure sale, Nathaniel A. Elsberg, referee, 180 East One Hundred and Twenty-third Street, south side, 128.1 feet west of Third Avenue, 18.6¾ by 101, two-story brick dwelling. Due on judgment, $6,783.

## STATE COURTS.

### New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and Municipal Courts.—Beekman, P. J.; Gildersleeve and Giegerich, JJ.—Opens at 10:30 A. M. Motions.

1—Moses vs. Hargrove.
2—Starr vs. Silverman.
3—Enright vs. Franklin Publishing Co.
4—Starr vs. Silverman.
5—Weisbecker vs. Ziegner.
6—Farr vs. Gross.
7—Berg vs. Pohl.
8—Reid vs. Horn.
9—De Leon vs. McKernan.
10—Rheinish vs. Rankin.
11—McWade vs. Metcalf.
12—Klingman vs. Crawford.
13—Weiss vs. Mendelsohn.
14—Schaefer vs. Sager.
15—Ryan vs. Wallowitz.
16—Hut vs. Loewy.
17—Campbell vs. Lumley.
18—Moses vs. Hargrove.
19—Beggar Students' Pleasure Society vs. Eichel.

Appeals from orders of City Court.

1—Reedy Elevator Co. vs. Am. Grocery Co.
2—Hoefin vs. Gedney.
3—Weehawken Wharf Co. vs. Knickerbocker Coal Co.

Appeals from judgments of City Court.

1—Hardcastle vs. Heins.
2—Hardy vs. Eagle.
3—Miner vs. Edison Electric Illuminating Co.
4—O'Neill vs. Traynor.

Appeals form Municipal Courts.

2—Wallach vs. Kalcheim.
4—Errington vs. Monsky.
5—Nagel vs. Theiss.
6—McKay vs. same.
7—Petzolt vs. same.
8—Green vs. same.
9—De Fries vs. same.
10—Brandt vs. same.
11—Seven Sutherland Sisters vs. McInerney.
13—Goldstein vs. Duane.
14—Klingman vs. Crawford.
15—Mullett vs. Bradley.
16—Krulewitch vs. Tamsen.
17—Baldwin vs. West.
18—Stand vs. Helmsoth.
19—Goldberg vs. Vigdot.
21—Horowitz vs. Bradowsky.
22—Mullen vs. Conyngham.
25—Doll vs. Fisher.
26—Ross vs. Silverman.
27—Weiss vs. Mendelsohn.
28—White vs. Dunn.
29—Samuel vs. Kenny.
30—De Sisto vs. Lowey.
31—Berg vs. Pohl.
32—O'Rourke vs. Feist.
33—Ayvad vs. Powers.
34—Schuls vs. Vogel.
35—Kienle vs. Klingman.
36—Railway Adv. Co. vs. Standard Rock Candy Co.
37—Winthrop vs. Lefel.
38—Dannenberg vs. Reinheimer.
39—Bergman vs. Lepper.
40—Tests vs. Rohde.
41—Roch vs. Enright.
42—Seliene vs. Kramer.
43—Hopp vs. Zissner.
44—Boyd vs. Milone.

SUPREME COURT—Special Term—Part I.—Bookstaver, J.—Opens at 10:30 A. M. Litigated motions.

1—Halstead vs. Loughran.
2—In re Garret.
3—In re Post.
4—People ex rel. Havier vs. Keating.
5—Colonial Dames of America vs. Colonial Dames of the State of New York.
6—Same vs. Nat. Society of Colonial Dames of America.
7—People ex rel. Wicke vs. York.
8—Porter vs. Howland.
9—Dunkly vs. Dunkly.
10—In re Garezynski.
11—19th Ward Bank vs. Dolan.
12—Rosenkranz vs. Rosenkranz.
13—Warner vs. Wallach.
14—Brady vs. Golightly.
15—Krolug vs. Schwarzschild & Sulzberger Co.
16—Rondel vs. Siegel-Cooper Co.
17—Kenny vs. Wills.
18—Smith vs. Childs.
19—Monaco vs. Terminal Warehouse Co.
20—Schreier vs. Schreier.
21—McCormick vs. Murphy.
22—Kerwich vs. Davoren.
23—In re Kirk Place.
24—In re Scarritt.
25—Hirsh vs. Hoffstadt.
26—People, &c., vs. Goldey.
27—In re Arkell.
28—In re Durkin.
29—In re Franklin Av.
30—In re Christensen.
31—Levy vs. Levy.
32—Roff vs. Koster, Bial & Co.
33—Wechsler vs. Wechsler.
34—Garber vs. Gottesfield.
35—Steinbach vs. Steinbach.
36—Onequi vs. Postley.
37—Norton vs. Norton.
38—Adams vs. Fullerton.
39—In re Fire Dept. (Main St.)
40—Hayes vs. Kerr.
41—People, &c., vs. Grogan.
42—Rector, &c., Church of the Incarnation vs. Carpenter.
43—Schmitt vs. Kiesel.
44—Vause vs. Welden.
45—Steinbach vs. Steinbach.
46—Cray vs. Hanley.
47—Wilson vs. Taller.
48—In re Howard.
49—In re Smith.
50—In re Shields.
51—In re Willis.
52—Reid vs. Gaedeke.
53—Gallinger vs. Hammerstein.
54—In re Deinet.
55—In re Barger.
56—Ents vs. Smith.
57—Lewin vs. Krauss.
58—In re Sprague.
59—Goodman vs. Hewitt.
60—Guenat vs. Mandel.
61—Haag vs. Matheson.
62—Hubbard vs. Houseley.
63—In re River Av.
64—Simpson vs. Hearst.
65—In re Wick.
66—In re [illegible].
67—In re Calvin.
68—Bloom vs. Sackett.
69—Rhodes vs. Lewin.
70—Pica vs. Pica.
71—Houghton vs. Hoppie.
72—Mills vs. Gold and Stock Tel. Co.
73—Eastern Brewing Co. vs. Rosnola.
74—Browne vs. Browne.
75—Fitzpatrick vs. Fitzpatrick.
76—Gardiner vs. Piper.

SUPREME COURT—Special Term—Part II.—Bischoff, Jr., J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Special Term—Part IV.—Adjourned May term.—Daly, J.—Opens at 10:30 A. M. Case on. 5927—Dorsett vs. Ormiston.

SUPREME COURT—Special Term—Part VI.—MacLean, J.—Opens at 10:30 A. M. Litigated motions to be sent from Special Term, Part I.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—Wills for probate.

At 10 A. M.
Louisa Edel.
At 10:30 A. M.
Charles Ward.
Patrick Delaney.
Thomas G. Rigney.
Anna F. Chamberlain.
At 2 P. M.
Joseph Kahn.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—O'Dwyer, J.—Opens at 10 A. M. Held in Part IV. Room, Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and McCann for the People.

1—Charles E. Mather.
2—Charles Green, George Weber.
3—Joseph Bennett.
4—John Vandermark.
5—Peter McElvaine.
6—John Suffield.
7—Vincenzo Miele.
8—Chiara Grassa.
9—Peter Foster.
10—John Steits.
11—John Burrell.
12—William Roesch.
13—Albert Kirby, David C. Johnson.
14—Philip McManus.

Pleadings.
1—Joseph Stern.
2—John Murphy.
3—Abraham Marks.
4—George Gordon.
5—Harry M. Cannon.
6—George Sheppard, George Hess.
7—James Kennedy.
8—Stephen Small.
9—Michael J. Mulqueen.
10—Willard L. Wilkinson.
11—John Murray.
12—George Spencer.
13—Thomas Reilly.

COURT OF GENERAL SESSIONS—Parts II., III., and IV.—Adjourned for the term.

### Referee Appointed—New York.

SUPREME COURT—Russell, J.—Tracy vs. Ellis—Clifford W. Hartridge.

### Receivers Appointed—New York.

SUPREME COURT—Giegerich, J.—John Firth vs. Luthy & Co.—Henry Kropf.

SUPREME COURT—Bischoff, Jr., J.—P. Lorillard Ronalds, Jr., vs. William Lyman—Harry W. Eaton.

### Brooklyn Court Calendars.

SUPREME COURT—Special Term for Motions—Gaynor, J.—Ex parte business at 10 o'clock. Motion calendar called at 10:30.

SURROGATE'S CALENDAR FOR MONDAY.—The wills of John L. Conklin, Fredericka Fisher, Lawrence Forbes, Mary Latitta, Mary E. J. Slade, James D. Chisholm, Catherine Hurley, Abraham Ats, Martin Weaver, Carl F. W. Peter, Sophronia Moody, Catherine Ford, Maria H. Walters, Laura A. Griggs, Charlotte O. Comstock, Felix Fleur, James Conley, Joseph Krekey, Christian Wassel, Martin Nilsen, Edward Ruhlman, Margaret Stewart, and William H. Harding.

The accounting of George Zipp, Maria Meek, Frederick Luckenbach, Adelaide Dorion, Julia Sexton, Johann H. W. Deverman, James Brennan, Samuel F. Engs, Ursula Dies, Christiana Wallenmayer, John J. Ladley, William Adams, Mary Dohen, Isaac S. Taylor, Samuel Fleet Spier, and Margaret I. Hurdis.

The estate of John J. O'Neil, Theresa F. Flynn, David Roberger, David Zelmanovits, Catherine E. Carberry, and William H. Nads.

## CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

**Geo. R. Read**
**REAL ESTATE,**

10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

## SUMMONSES.

NEW YORK SUPREME COURT, COUNTY OF New York.—BURTON E. GREENE, plaintiff, against NU-BROOM COMPANY, defendant.—Summons. Trial desired in New York County.

To the above-named defendant: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.—Dated May 20th, 1898.

ALEXANDER, COHN & POLLAK,
Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau Street, Borough of Manhattan, New York City.

To the defendant, Nu-Broom Company: The foregoing summons is served upon you by publication pursuant to an order of Hon. J. F. Daly, a Justice of the Supreme Court of the State of New York, dated the 15th day of June, 1898, and filed with the complaint on the 16th day of June, 1898, in the office of the Clerk of the County of New York, at the County Court House in the said county.—Dated June 18th, 1898.

ALEXANDER, COHN & POLLAK,
Plaintiff's Attorneys,
Office and Post Office Address No. 99 Nassau Street, Manhattan Borough, New York City.

## INSTRUCTION.

PENNINGTON (N. J.) SEMINARY.—Convenient to New York, Phila'a, Balt., and Wash'n. Both sexes. 60th year. Healthful. Beautiful. 16 teachers, 12 courses. $250 a year. For beautifully illustrated catalogue address
THOMAS O'HANLON, D. D., President.

FRIENDS SCHOOL FOR BOTH SEXES.—Founded in 1784. Excellent home. Students from 18 States. All denominations. Thorough work in English, Science, Classics, Music, and Art. Address AUGUSTINE JONES, LL. B., Providence, R. I.

COLLEGE PREPARATORY DEPARTMENT OF the Ethical Culture Schools, 109 Madison Av., opens Oct. 3; terms, $200; a few free scholarships. PERCIVAL CHUBB, Principal.

DREW SEMINARY for Young Women and Girls, Carmel, New York. New Music Hall. 33d Year opens Sept. 29. Send for illustrated circular.
JAMES M. YEAGER, D. D., President.

NEW HAMPSHIRE MILITARY ACADEMY, West Lebanon, N. H.—Prepares for all colleges and business. Major B. F. HYATT, A. M., Principal.

**The Misses Ely's School for Girls,**
RIVERSIDE DRIVE,
85th and 86th Streets, New York.

WILLARD HALL SCHOOL FOR GIRLS REOPENS Sept. 20th. Danvers, Massachusetts.

## FURNISHED ROOMS.

### NO EXTRA CHARGE.

Ring your Messenger Call Box or leave your Advertisements at any American District Telegraph or Postal Telegraph Offices. Charges same as at Publication Office.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 93d St L. station and Central Park. Address S. E., Box 191 Times Office.

## HELP WANTED—MALES.

WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

## REFEREES' NOTICES.

SUPREME COURT—COUNTY OF NEW YORK.—RICHARD SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

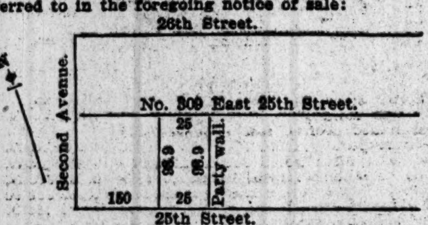
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and fifty (150) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue; running thence northerly, parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly, and along the said centre line of the block, twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, and part of the way through a party wall, ninety-eight (98) feet and nine (9) inches, to the northerly side of Twenty-fifth Street; running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet, to the point or place of beginning, said premises being now known as Number 309 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898.

RICHARD M. HENRY,
Referee.

LACHMAN, MORGENTHAU & GOLDSMITH,
Attorneys for Plaintiff, No. 35 Nassau Street, New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $24,319.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $329.75, with interest from the 5th day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.80, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.

RICHARD M. HENRY,
Referee.

jy7-2aw3wTh&M

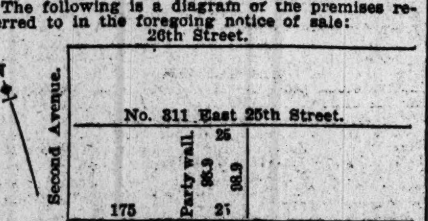
SUPREME COURT, COUNTY OF NEW YORK.—ALFRED SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and seventy-five (175) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue, running thence northerly parallel with Second Avenue, part of the way through a party wall, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly and along said centre line of the block twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the northerly side of Twenty-fifth Street; and running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet to the point or place of beginning, said premises being now known as Number 311 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898. RICHARD M. HENRY, Referee.

LACHMAN, MORGENTHAU & GOLDSMITH,
Attorneys for Plaintiff, No. 35 Nassau Street,
New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $24,319.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $329.75, with interest from the fifth day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.80, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.

RICHARD M. HENRY, Referee.

jy7-2aw3wTh&M

## LEGAL NOTICES.

SUPREME COURT—County of New York.—EMMA E. SCHROEDER, plaintiff, against JACOB EDLER and MARY EDLER, his wife, John Edler, Henry Edler, and Catharine A. Willets, defendants.

I, the undersigned, duly appointed referee in the above-entitled action by order of this court, bearing date the 4th day of December, 1896, do hereby require each and every person not a party to this action who at the date of said order had a lien upon any undivided share or interest in the property hereinafter described to appear before me on or before the 15th day of August, 1898, at my office, No. 22 William Street, in the Borough of Manhattan, in the City of New York, to prove his said lien and the true amount due or to become due to him by reason thereof. The premises in question are described in the complaint herein as follows:

All that certain lot, piece, or parcel of land situate, lying, and being in the City, County, and State of New York, bounded and described as follows: Beginning at a point on the southerly side of Forty-ninth Street in said city, distant one hundred feet westerly from the southwesterly corner of the Tenth Avenue and Forty-ninth Street, and running thence southerly and parallel with Tenth Avenue one hundred feet and five inches to the centre line of the block between Forty-eighth and Forty-ninth Streets; thence westerly along the said centre line of the block between Forty-eighth and Forty-ninth Streets nineteen feet; thence northerly parallel with the Tenth Avenue and part of the way through a party wall one hundred feet and five inches to the southerly side of Forty-ninth Street; thence easterly along the southerly side of Forty-ninth Street nineteen feet to the point or place of beginning.—Dated New York, June 16th, 1898.

DAVID McCLURE, Referee,
22 William Street,
Borough of Manhattan, New York City.
CLARK BROOKS, Esq., Attorney for Plaintiff,
54 William Street, N. Y. City.

## SURROGATE NOTICES.

BECK, BARBARA.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BARBARA BECK, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the 1st day of February next.—Dated New York, the 19th day of July, 1898. GEORGE GOSSMAN, Executor. JOSEPH H. HAYES, Attorney for Executor, 50 and 52 Exchange Place, Borough of Manhattan, City of New York.
jy12-law6mM

## SUMMER RESORTS.

### Adirondacks.

# ADIRONDACK TIME TABLE.

LEAVE GRAND CENTRAL STATION FOR
**SARANAC LAKE and LAKE PLACID,**

**8:33 A. M.** Through Wagner Parlor Cars via Utica.
**7:40 P. M.** Through Wagner Sleeping Cars via Utica.

**FULTON CHAIN,** Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 6:30 P. M., 7:30 A. M.

**6 P. M.** PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H. for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:18 A. M. over Adirondack Division N. Y. C. for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

**8:40 A. M.** ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

**RUISSEAUMONT.** T. E. KRUMBHOLZ.—Lve N. Y. C., G. C. S., 8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

**STEVENS HOUSE.** Lve. N. Y., G. C. S., 8:33 AM., 7:40 PM; ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

**LAKE PLACID HOUSE.** G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 & 11:30 AM

PAUL SMITH'S, N. Y.

**PAUL SMITH'S,** PAUL SMITH HOTEL CO. PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:20 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

**HOTEL CHILDWOLD,** CHILDWOLD PARK, N. Y. CHARLES E. LELAND. Leave New York Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

## ADIRONDACKS, HOTEL CHILDWOLD.

CHILDWOLD PARK, N. Y., on LAKE MASSAWEPIE, in the heart of ADIRONDACKS; 9 hours from New York City; golf, tennis, bowling, hunting, &c. SPECIAL RATES FOR JUNE and SEPTEMBER. For booklet and information address CHARLES E. LELAND, Manager, P. O. Massawepie, N. Y., or FRED H. SCOFIELD, Metropolitan Building, Madison Square, New York.

### New Jersey.

NEWARK, N. J., NEW YORK TIMES OFFICE. ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

## LONG BRANCH. UNITED STATES HOTEL.

Ocean front. Select family and transient hotel. Reasonable rates; finest bathing. Orchestra, concerts morning and evening. Dancing. Illustrated Booklet. J. C. VAN CLEAF, Prop.

## Somerset Inn,

& EIGHT COTTAGES. BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

### New England.

HAWKHURST, LITCHFIELD, CONN.—NEW passenger elevator, furniture, and equipment; house more attractive than ever. High altitude, charming scenery, pleasant drives. No malaria or mosquitoes. Golf. Excellent cuisine. Booklet sent on application, or call on Fred. H. Scofield, Metropolitan Building, Madison Square.
GEO. H. BROWNE, Manager.

### Miscellaneous.

## MIZZEN TOP HOTEL,

**Quaker Hill, Dutchess Co., N. Y.**

NOW OPEN. Two hours from New York by Harlem R. R. 1,200 feet elevation. Golf and all other amusements. Post Office address and R. R. Station, Pawling, N. Y.
N. S. HOWE, Manager.
Circulars and information of F. H. Scofield, 1 Madison Av., N. Y.

## HIGHLAND HOUSE.

GARRISON-ON-THE-HUDSON, N. Y.
Now open, under new management. Special inducements to young men.
TURNBULL & CURRAN.

## DUTCHER HOUSE

AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

## SURROGATE NOTICES.

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 13th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City.
my16-law6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City.
je27-law6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City.
my9-law6mM

PATRICK, RICHARD.—The people of the State of New York, by the grace of God free and independent, to Martin V. B. Wagoner, as executor of the last will and testament of Elsie Patrick, deceased, John H. Patrick, Alice N. Perkins, Benjamin H. Patrick, James M. Patrick, Margaret Patrick, as administratrix, &c., of William S. Patrick, Robert M. Patrick, Caroline Ray, Sarah M. Petersen, Alice N. McDougall, Charles McDougall, John H. Thorne, William P. Thorne, Sarah Johnston, Elida Rouse, Sarah E. Macdonald, Abner L. Ely, Edward B. Read, Calvin Read, Elsie R. Wagoner, John E. Burns, Helen M. Studwell, E. Reed Burns, and Henry Jenkins Reed, as executor of the last will and testament of Charlotte Reed, deceased, and to all persons interested in the estate of RICHARD PATRICK, late of the City of New York, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said city and county, held at the County Court House, in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Eugene Smith, as executor of the last will and testament of said deceased, and then and there to show cause why the said Eugene Smith, as executor, upon such judicial settlement of his account, shall not be absolutely and finally discharged from all responsibility to any and all persons by reason of his acts, doings and omissions as such executor, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said City and County of New York to be hereunto [L. S.] affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said city and county, at the City of New York, the 2nd day of July, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogate's Court.
jy18-law6wM

## EXCURSIONS.

## CONEY ISLAND

Culver Route.
BRIGHTON BEACH RACES.
From 39th St. (Brooklyn) Ferry,
Ft. Whitehall St., (Battery), N. Y.
Boats connecting with EXPRESS TRAINS. No Stops.

LEAVE DAILY 7:00 (except Sunday,) 8:00, 9:00, 10:00, 11:00 (11:30 Sundays only) A. M., 12:00 noon, (12:30 Sundays only,) 12:30 (except Sundays,) 1:00, and every 20 minutes thereafter until 10:40 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.

**FARE 10 CENTS.**

## MANHATTAN BEACH

TRAINS LEAVE NEW YORK, FOOT 34TH ST., E. R.: Week days 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10, and 10:50 P. M.

LEAVE NEW YORK, FOOT WHITEHALL ST., VIA 39TH ST., BROOKLYN, FERRY: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, and 10:20 P. M. Excursion tickets 40c.

## ROCKAWAY BEACH

TRAINS LEAVE FOOT 34TH ST., E. R., N. Y.: Week days 6:50, 8:30, 9:20, 9:50, 10:50 A. M.; 12:20, 1:20 (1:50 Saturday only,) 2:20 (2:50 Saturday only,) 3:20, 4:20, 5:20, 6:20, 7:20, 8:20, 9:10 (9:40 Saturday only,) 10:00 P. M. Leave L. I. City 10 minutes later. Excursion tickets 40 cents.

## NEW ROUTE TO ROCKAWAY BEACH

THROUGH TRAIN SERVICE FROM FERRIES, FOOT BROADWAY, BROOKLYN.

**FARE 15c.**

**Via Brooklyn Elevated Railroad and Long Island Railroad.**

The same rate of fare from Park Row, N. Y., via Brooklyn Bridge, or from any Brooklyn Elevated Railroad station.

Trains leave Broadway Ferries, week days, hourly, 5:04 A. M. to 1:04 P. M.; half hourly 1:04 to 9:34 P. M.

Sundays, hourly, 5:04 to 9:04 A. M.; every 20 minutes 9:04 A. M. to 1:04 P. M.; every 15 minutes 1:04 to 9:44 P. M. Time from Broadway Ferry to Myrtle Av., 10 minutes; Gates Av., 14 minutes; Manhattan Beach Crossing, 19 minutes; Van Sicien, 22 minutes, and Rockaway Beach, 54 minutes.

**A**MERICA'S PLEASURE GROUNDS."

**GLEN ISLAND**

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE—STEAMERS LEAVE:

Cortlandt St. Piers, 8:45, 10:00, 11:00 A. M., 12:00 M., 1:30, 2:30, 3:30, 5:15 P. M. So. 5th St., Brooklyn, 9:05, 10:20, 11:20 A. M., 12:20, 1:50, 2:50, 3:50 P. M. East 32d St., 9:30, 10:45, 11:45 A. M., 12:45, 2:15, 3:15, 4:15, 5:45 P. M. Leave Glen Island 11:00 A. M., 12:00 M., 1:00 P. M. for Cortlandt St. only; 3, 5, 5:30, 6, 7, 8 P. M. for all landings. EXTRA BOATS SUNDAYS.

**Special Boat From East 32d St. Only,** ONE HOUR TO GLEN ISLAND.

9:00 A. M., 12:15 and 3:30 P. M. Returning, leave Glen Island 10:30 A. M., 1:30, and 5:30 P. M.

**Special Boat From East 36th St. Only,** 9:15 A. M., 12:15, and 3:15 P. M. Returning, leave Glen Island 2:00 and 7:30 P. M.

EXCURSION 40 CENTS.

**Including Admission to all Attractions.**

## MIDSUMMER OUTING

**To Mauch Chunk, Glen Onoko**

AND THE

**Switchback Gravity R. R.**

OVER THE SCENIC LINE OF THE

**Central R. R. of New Jersey**

**Wednesday, July 27.**

Special excursion trains, with lunch car attached, will leave New York, foot of Liberty St., N. R., at 8:30 A. M.; South Ferry, foot of Whitehall St., at 8:25 A. M. Returning, arrive in the city about 9:00 P. M. Fare for the round trip: Adults, $2.25; children, $1.69. Switchback tickets at half rates if purchased on excursion train.

## WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

From Brooklyn, Fulton St., (by Annex)...8 A. M.
" New York, Desbrosses St. Pier...8:40 "
" New York, West 22d St. Pier.......9 "

Returning, due in New York 5:30 P. M.

MORNING and AFTERNOON CONCERTS

## MANHATTAN BEACH.

**Trains leave New York, foot 34th St., E. R.:** Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10 and 10:50 P. M.

**Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry:** Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M.

## SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York.
mh28-law6mM

GUERIN, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALBERT GUERIN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 100 Broadway, Borough of Manhattan, in the City of New York, on or before the 28th day of January next.—Dated New York, the 22d day of July, 1898. BARTOW S. WEEKS, Executor. GEO. GORDON BATTLE, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City, New York.
jy25-law6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y.
f14-law6mM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN E. ROOSEVELT, Attorney for Executors, 44 Wall Street, Manhattan Borough, N. Y. City.
mh14-law6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York.
ap11-law6mM

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York.
mh14-law6mM

NEW, JACOB.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JACOB NEW, late of the City of New York, deceased, to present the same, with vouchers thereof to the subscribers, at their place of transacting business, at the office of Mulqueen & Mulqueen, No. 253 Broadway, in the City of New York, on or before the 15th day of August, 1898.—Dated New York, January 29th, 1898. ESTHER NEW, EDWARD A. NEW, EMANUEL MANSBACH, Executors. MULQUEEN & MULQUEEN, Attorneys for Executors, 253 Broadway, New York City.
ja31-law6mM

## ONE DOLLAR PER YEAR.

**The New York Times Saturday Review of Books and Art,**

a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.

Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.

Books reviewed often from advance sheets; all the important books reviewed.

Reports of sales of books at auction in New York, Boston, and London compiled by experts.

A weekly review of events in the Art World.

Regular letters from London, Paris, and Boston.

News notes on new books gathered in regular visits to publishers.

The best and cheapest literary publication in America.

Write for free sample copy.

**The New York Times.**
"All the News That's Fit to Print."

## TRAVELERS' GUIDE—SHIPPING.

## HAMBURG-AMERICAN

TWIN SCREW EXPRESS LINE

DIRECT TO PARIS, LONDON, HAMBURG
F. Bism'ck, July 28, 9 AM | F. Bism'ck, Aug. 25, 9 AM
A. Victoria, Aug. 11, 9 AM | A. Victoria, Sept. 8, 9 AM
Twin Screw Service, N. Y.—Hamburg Direct
Phoenicia, July 30, 3 PM | Palatia, Aug. 13, 3 P. M.
Pennsylvania, Au. 6, 9 AM | Pretoria, Aug. 20, 7 A. M.
HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

## AMERICAN AND RED STAR LINES

NEW YORK—SOUTHAMPTON—ANTWERP.
The steamers performing this service are either British or Belgian.
Sailing every Wednesday at noon.

Southwark.....Aug. 3 | Noordland.....Aug. 24
Westernland....Aug. 10 | Friesland.......Aug. 31
Kensington.....Aug. 17 | Southwark.....Sept. 7

INTERNATIONAL NAVIGATION COMPANY, Piers 14 & 15 North River. Office, 6 Bowling Green.

## ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON.

WINIFREDA...........................August 6
CLEOPATRA...........................August 13
VICTORIA.............................August 20
BOADICEA.............................August 27
ALEXANDRA...........................September 3

ALL NEW STEAMERS, THOROUGHLY AND LUXURIOUSLY FITTED WITH EVERY MODERN CONVENIENCE. ALL STATEROOMS LOCATED AMIDSHIPS ON UPPER DECKS. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

## ANCHOR LINE.

GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot West 24th St.
Anchoria, Aug. 6, Noon | Ethiopia, Sept. 3, Noon
Furnessia, Aug. 20, Noon | Anchoria, Sept. 17, Noon
City of Rome.................Sept. 10, Noon
Cabin Passage, $50 and Upwards.
Second Cabin:
Furnessia, $37.50. Other steamers, $35.
Steerage Passage:
Furnessia, $24.50. Other Steamers, $23.50.
For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, agts., 7 Bowling Green.

## CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Aurania, July 30, Noon | Campania, Aug. 20, 8 AM
Lucania, Aug. 6, 9 A M | Servia, Aug. 23, 9 AM
Etruria, Aug. 13, 11 AM | Umbria, Aug. 27, 10 AM
VERNON H. BROWN & CO., Gen. Agents,
4 BOWLING GREEN, NEW YORK.

## WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.
Cymric, July 27, Noon | Germanic, Aug. 24, Noon
Teutonic, Aug. 3, Noon | Cymric, Aug. 30........
Britannic, Aug. 10, Noon | Teutonic, Aug. 31, Noon
Majestic, Aug. 17, Noon | Britannic, Sept. 7, Noon
Saloon rates on Cymric, $65 up; Germanic, Britannic, $75 up; Majestic, Teutonic, $100 up. Second Cabin, $45.00 upwards; Steerage on Cymric, Germanic, and Britannic, $26.50; on Majestic and Teutonic, $27.00. Revenue tax additional.
For passage, freight, and general information apply to WHITE STAR LINE,
Pier 45 North River. Office, 9 Broadway, N. Y.

COOK'S TOURS ROUND THE WORLD, Sept. 12, October 11. HOLY LAND, Sept. 24. EUROPE, Aug. 20, Sept. 10, Oct. 1, &c.
THOS. COOK & SON, 261 and 1,225 B'way, N. Y.

## JAPAN-CHINA.

PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong:
Steamers leave San Francisco.
DORIC, via Honolulu.....................Aug. 18, 1 P. M.
BELGIC, via Honolulu..................Sept. 3, 1 P. M.
PERU, via Honolulu....................Sept. 13, 1 P. M.
COPTIC, via Honolulu..................Sept. 22, 1 P. M.
RIO DE JANEIRO........................Oct. 1, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M.
W. L. GUILLAUDEU,
Vice Pres't & Traffic Mgr.

## TRAVELERS' GUIDE—STEAMBOATS.

## Hudson River by Daylight.

PALACE IRON DAY LINE STEAMERS
"NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St. (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier...8:40
" " West 22d St. Pier.......9
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

## CATSKILL EVENING LINE.

Steamers ONTEORA (new) and KAATERSKILL, leave foot of Christopher St. every week-day at 6 P. M.

On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.

Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect.

Bicycles free. Horses and carriages taken. Descriptive folder mailed free.

## Albany Evening Line.

The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

**Hudson River Steamer Mary Powell.** Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M. (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight sharp. Sundays, 9:30 A. M. and 12 midnight sharp; week day steamers connect on wharf with trains for Meriden, Hartford, Springfield, and points North.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R. Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

RAMSDELL LINE FOR NEWBURGH, CALLING at West Point, Cold Spring, and Cornwall—Fishkill (by ferry).—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N. R., 3:30. Sundays, 9 A. M.; 132d St., N. R., 9:30.

## TRAVELERS' GUIDE—RAILROADS.

## NEW YORK, ONTARIO & WESTERN RY.

Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)

**7:55** A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska, and Ellenville. Parlor Cars.

**9:15** A. M.—Mountain Express to Liberty and intermediate stations. Lake Kiamesha and White Lake, Ellenville. Parlor Cars.

**1:00** P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, White Lake, and Ellenville. Parlor Cars.

**3:15** P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk and Minnewaska, Ellenville, Lake Kiamesha, and White Lake. Parlor Cars.

**6:15** P. M. (Franklin St. 5:45 P. M.)—To Chicago, (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.

TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

## TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

# NEW YORK CENTRAL

& HUDSON RIVER R. R.

## THE FOUR-TRACK TRUNK LINE.

9 HOURS TO NIAGARA FALLS.

All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:

**8.30** A. M.—Daily, except Sunday, Famous EMPIRE STATE EXPRESS LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M., Detroit 11:10 P. M. Train is limited to its seating capacity.

**8.33** A. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL SPECIAL, daily, except Sunday—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

**8.45** A. M.—FAST MAIL—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

**9.40** A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday—For Catskill Mountains, Troy, Saratoga, Lake George, Green Mountains, and Montreal.

**10.00** A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central; due Buffalo 8:40, Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.

**10.30** A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.

**1.00** P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, Indianapolis, St. Louis, and Chicago.

**3.30** P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison, (West Point,) Poughkeepsie, Albany, Troy, and Saratoga.

**5.00** P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Connects for Cincinnati, due 5:15 P. M., due Toledo 10:05 A. M., Chicago 4:00 P. M. Sleeping and parlor cars only.

**6.00** P. M.—WESTERN EXPRESS. Daily—for Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.

**6.25** P. M.—NORTHERN EXPRESS. Daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.

**7.40** P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL EXPRESS, daily—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

**8.45** P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.

**9.00** P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for points on Fall Brook, via Lyons, and for Rochester and Buffalo.

**9.15** P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.

**12.10** Night—MIDNIGHT EXPRESS. For Chicago, every night except Sunday nights. Sunday nights, Chicago sleepers leave at 9:15.

HARLEM DIVISION.

9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M.

Wagner Palace Cars on all through trains.

Trains illuminated with Pintsch Light.

Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.

Baggage checked from hotel or residence by the Westcott Express Company.

EDGAR VAN ETTEN, GEORGE H. DANIELS,
General Superintendent. General Pass. Agent.

## WEST SHORE R. R.

Trains leave W. 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:

A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.

B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.

1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.

1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.

C, 4:00 P. M. Daily, except Sunday, for Conton, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskill, and Albany.

C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.

6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.

6:30 P. M. Chicago and St. Louis Limited. Daily, for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.

A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station. A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.

Time Table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent,
5 Vanderbilt Av., New York.

## LEHIGH VALLEY SYSTEM.

Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

*11:50, 12:00 noon daily; except Sunday,

**"BLACK DIAMOND EXPRESS."**

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, and coal branches. Chair car to Easton.

*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations.

*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.

*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.

*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.

*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No bagage carried.

*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

## NEW YORK AND LONG BRANCH RAILROAD

SUMMER SCHEDULE.

All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.

TRAINS LEAVE NEW YORK AS FOLLOWS:

From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:45, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.

From foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.

From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.

From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, 3:50, 4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.

Sunday trains do not stop at Ocean Grove and Asbury Park.

*Denotes express trains.

## BALTIMORE & OHIO R. R.

Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. ‡Sundays.

CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.

PITTSBURG, *4:30 A. M., ‡3:30 P. M., *1:45 P. M., *12:15 night. (4:30 A. M. trains from Liberty St. only.)

CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.

NEW ORLEANS, *4:55 P. M., (through sleeper.)

ROYAL BLUE TRAINS.

To PHILADELPHIA, WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) *1:00 P. M., *1:45, (Diner,) ‡3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,324 B'way, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

**THE NEW YORK TIMES.**
"All the News That's Fit to Print."

## TRAVELERS' GUIDE—RAILROADS.

# PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona. East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim., all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train, Buffet Parlor Cars, Passenger Coach, and Combined Coach.

CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, J. R. WOOD,
General Manager. General Pass'r Agent.

## Central Railroad of New Jersey.

Anthracite coal used exclusively.
Four tracks. "Electro Pneumatic" Signals.
Stations in New York, foot of Liberty St., and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45 (7:30 to Easton) P. M. Sundays, 4:30 (7:00 to Easton) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10 (10:00, 11:30 to Reading) A. M., 1:45, 4:30, 5:00, 5:45 (9:00 to Reading) P. M., 12:15 night. Sundays, 4:30 (11:30 to Reading) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 6:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15, (8:00 Saturdays only) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.

For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

## ROYAL BLUE LINE.

FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.

From Foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30, Dining Car) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00 (11:30 Dining Car) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

## DELAWARE, LACKAWANNA AND WESTERN

**Stations in New York foot of Barclay and Christopher Streets.**

VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway, 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 723 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

## ERIE RAILROAD

Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:

9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.

9:15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.

2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago, arrives Cleveland 7:30 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.

7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily. Arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.

9:15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

Tickets, local time cards, and Pullman accommodation at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

# MAN'S KICK CAUSED DEATH

## Jacob Kleinberg Arrested for the Murder of Henry Stern, His Brother-in-Law.

## FATAL BLOW IN THE ABDOMEN

### Stern Had Taken His Sister's Part in a Serious Quarrel Between Kleinberg and His Wife—Eight Witnesses Detained.

An unusual cause of death was written on the blotter of the Eldridge Street Police Station yesterday. By a kick in the abdomen, it is alleged, Henry Stern, thirty-seven years old, a cloth presser of 100 Ludlow Street, was killed by his brother-in-law, Jacob Kleinberg, an insurance adjuster, whose family lives at 88 Avenue A. Kleinberg was arrested, and with eight witnesses was locked up in the Eldridge Street Station.

The fight was the outcome of marital troubles between Kleinberg's wife and himself. They were married fourteen years ago and have two children, daughters, one of whom, Rosie, is thirteen years old, and the other, Lottie, is eight years old. The Kleinbergs lived very unhappily, and four months ago they separated. The husband went to Philadelphia to live, leaving his wife and children to look out for themselves.

Meantime, Stern, Mrs. Kleinberg's brother, had contributed $5 a week toward the support of his sister and her daughters. This fact became known to the husband in Philadelphia, and on several occasions he wrote to his wife to try to get more money from her generous relative, but this she declined to do.

**Kleinberg Returns Home.**

Kleinberg turned up at his wife's rooms unexpectedly about 11 o'clock yesterday morning. He renewed his importunities relative to getting more money from Stern, and when she refused to accede to his demands he struck and abused her. After a time he left the premises.

After her husband had gone, Mrs. Kleinberg determined to relate her experience with her husband to her brother. So about 2 o'clock she left the house, accompanied by her daughter Rosie and a sister, Eva, who had called in the course of the day. The three walked down Ludlow Street, and at Delancey Street met Kleinberg. He addressed an insulting remark to her, as Mrs. Kleinberg said, and said something about going to her brother to tell some lying stories about her. He then followed the trio to Stern's rooms, which are on the second floor, rear, of 100 Ludlow Street. All four, it seems, entered the rooms at once, and Mrs. Kleinberg said to her brother:

"Henry, he has followed me up here to tell a pack of lies about me."

She then told her brother of the trouble at home in the morning. Then, according to the statement of witnesses, Kleinberg struck his wife and bit the fingers of one of her hands. She attempted to defend herself, and at that moment the brother, Stern, rushed forward with the words:

"How dare you treat my sister so in my presence?"

**Deadly Fight on the Floor.**

The two men then clinched and fought desperately on the floor. The commotion brought many of the tenants in the place to the scene, and after a few moments of fighting the two men were separated. Kleinberg was badly scratched on the face, and Stern was somewhat bruised by the encounter. The latter was, however, apparently more exhausted than his antagonist, for he lay down on the bed for a minute, at the same time complaining that he had a pain in his chest, or below it, his wife said. Soon he got up from the bed and walked into the kitchen. There he fell to the floor unconscious, groaning with pain and rolling about.

The man was evidently dying, and some one ran out for medical assistance. In a short time Drs. Streiffer of 18 Orchard Street and Singlestein of 85 Rivington Street were on the spot, but the man was dead.

A great crowd had gathered about the place and it attracted the attention of Detectives Galligan and Burke of the Eldridge Street Station, who chanced to be in the neighborhood. The two detectives went to the rooms and found the man still breathing, but he died a moment after their arrival. They arrested Kleinberg at once and took several of the witnesses to the police station, where they were detained and their statements were taken.

An ambulance surgeon, Dr. Van Hood, was called to the house, but did not arrive until after the death. It is supposed that death was caused by a blow in the abdomen, either from Kleinberg's fist or foot. The daughter, Rosie, was sent to the care of the Gerry Society.

## TAUNT MAY END IN MURDER.

### Boy Who Was Struck by a Tailor Said to be Dying.

Mrs. Lizzie Godbold of 441 East Eighty-third Street called at the East Eighty-eighth Street Police Station yesterday morning and told the Sergeant in charge that her son, William Godbold, seventeen years old, was dying at the Presbyterian Hospital from the effects of a blow given him by Jacob Feinstein, a tailor, fifty-two years old, of 228 East Eighty-second Street, on July 18.

It was learned that on July 18 several boys gathered about the tailor's shop of Feinstein and began tantalizing him. It appears that it had become the custom of the boys to amuse themselves in this manner and run when Feinstein came out. On the day mentioned Feinstein caught young Godbold and struck him.

At the hospital it was said that the boy was afflicted with meningitis, but whether this was a result of the blow or from tuberculosis of the joints, with which the boy had been afflicted, was not known. Feinstein was arrested. He admitted having struck the boy with his fist. He said he could bear the taunts no longer.

## SENATOR PLATT'S CALLERS.

### Chairman Odell and Congressman Wadsworth Visit Manhattan Beach.

Senator Platt received only two callers of political importance at his headquarters, at the Oriental Hotel, Manhattan Beach, yesterday. They were Chairman B. B. Odell of the Republican State Committee and Congressman Wadsworth, who recently returned from Cuba with Lieut. Hobson.

Both the Congressman and Chairman Odell insisted that they had discussed nothing of any political significance, but it was understood that the date on which the State Committee was to meet was the chief topic of consideration. Though no definite information could be obtained on that score, it was learned that the preliminary meeting would be held sometime in August, while the convention proper would take place about the middle of September.

**Injured by a Dive.**

Allen Lawson, twenty-three years old, of 217 West Twenty-eighth Street, was swimming at Midland Beach, S. I., yesterday and dove from the bathing float at low tide. There was but four feet of water about the float, a fact he did not know. Lawson did not rise, and his friend, George D. Farnum, who was on the float, jumped into the water and brought him up. Lawson, who was unconscious, was taken ashore in a boat and was revived by Dr. George K. Jessup of New Dorp. He could not talk, however, and his arms and legs remained insensible and powerless. He was removed to the S. R. Smith Infirmary at New Brighton.

**La Bourgogne Wreckage Seen.**

The White Star freight steamer Cevic, which arrived in this harbor last night and anchored off Liberty Island, reported passing in latitude 43 degrees, longitude 60 degrees, 15 minutes, a small quantity of the wreckage of the ill-fated French Line steamer La Bourgogne. There were also floating on the surface a number of dead bodies in cork jackets.

**New Steamer for the Ward Line.**

The British steamer Cometa, 750 tons, arrived yesterday from Liverpool. She has been purchased by the Ward Line to trade between ports on the Mexican Coast, where she will serve as a feeder to the main line from New York.

## FIRE DRILLS ON STEAMSHIPS.

### Marine Insurance Men Discuss the Enforcement of Discipline—English Method Effective.

The scenes enacted during the sinking of the French Liner La Bourgogne after her collision with the Cromartyshire have led to a discussion as to the best preventive of a repetition of such an occurence on the possible occasion of a similar disaster in the future. It has been urged that the insurance companies might do something in the way of a requirement of fire drills on ocean steamers. An English underwriter had the following to say yesterday in regard to the matters of discipline and fire drills:

"On all the English boats there is a fire drill every Friday, when the men go through all the forms of putting out an imaginary fire and manning the lifeboats. The drill is directed from the bridge. Each man has his number, and knows exactly what is expected of him. There ought to be some means of extending this practice to all steamship lines. The French disaster makes evident the need of posting a notice in the stokehole, or in some similar place, to the effect that any seaman who runs for the boats when the ship is going down will be shot.

"The insurance companies are accustomed to exact a somewhat higher rate for steamers on which precautions in the way of fire drills and discipline do not exist in a state of efficiency. This difference, however, does not materially affect the insurances, because the charges have been so cut to pieces by competition among the companies as to render the increased rates on boats having poorly drilled crews in no wise onerous to the steamship lines to which they belong."

President Anton A. Raven of the Atlantic Mutual Insurance Company thought if rates were normally good the insurance companies could scarcely be expected to work the reform. He said:

"It is not a matter for the insurance companies. Rules which they should chose to make could not be enforced on account of the fierce competition which prevails. A boat refused by the companies because of neglect to secure discipline would experience little difficulty in securing insurance from individual underwriting associations or at Lloyds, London.

"In England the matter is regulated by the Board of Trade, which has power to suspend the owner of a vessel when his master is found guilty of negligence, and see to it that he cannot get his vessel again. The master is not only punished, but debarred from future service.

"In France the regulating power would come within the province of the Government, which should establish the most stringent rules consistent with the demands of commerce and travel. If the Government under which a vessel sailed possessed a law that is obligatory in its provisions the matter would be easily controlled. The offending master could then be tried in the proper court and suspended, and the owner deprived of his vessel."

Several other managers suggested that the obstacles which deprive the insurance companies of power to enforce discipline could easily be obviated if the State Superintendent of Insurance should rule that no marine insurance policy should be issued to the owners of a ship which lacked in discipline or efficient fire drills.

## FUNERAL OF MARTIN GILLIGAN.

### It Was Attended by Hundreds of His Political Friends.

One of the largest funerals ever held on the east side marked the burial yesterday afternoon of Deputy Sheriff Martin Gilligan from his late home, 162 Bowery. There were present representatives from many of the political organizations in the city, as well as a great number of business men. The funeral procession was a long one, being so large that it was necessary for the carriages to go to Calvary Cemetery by way of the Brooklyn Bridge.

The mourners represented the Gilligan Association, of which Mr. Gilligan was the head. Other organizations were the T. D. Sullivan Association and the Metamora Club, the Tammany Hall General Committee of the Sixth Assembly District, and the Martin Engel Association of the Eighth Assembly District. All wore badges of mourning. The members left the Metamora Club, 207 Bowery, shortly after 1 o'clock and marched in a body to the residence. The body was incased in a polished oak casket with silver trimmings. The room was filled with floral offerings.

A delegation of eight members of the Gilligan Association acted as an escort on either side of the hearse. Following the hearse in file of two came the political friends of Mr. Gilligan, numbering fully 1,200. In the van of these was "Dry Dollar" Sullivan and Assemblyman Timothy P. Sullivan. The following were among the members of the various organizations: Florence J. Sullivan, Dennis P. Sullivan, John E. Sullivan, Dennis D. Sullivan, John T. Sullivan, Thomas Sullivan, Bartholomew Buckley, Thomas Flood, Fire Capt. Daniel J. Callahan, Assistant District Attorney James J. Walsh, Martin Engel, Alderman Frederick Fleck, ex-Alderman Patrick Farley, ex-Assemblyman William Leonard, Thomas P. Dinnean, Assemblyman Daniel Finn, Charles "Silver Dollar" Smith, Max Hochstein, Assemblyman James Oliver, Samuel Wolf, Edward Copers, and many others.

The funeral procession passed through Broome Street to Mott, thence to the Bowery, back to Broome, Broome to Mulberry, Mulberry to Baxter, to Paradise Park, where the walking delegations fell out of line. The procession then went by way of the bridge to Calvary Cemetery, where the burial took place.

## A PATRIOT SET LOOSE.

### In a State of Stimulation He Wandered Into Long Island College Hospital and Created a Panic.

The Long Island College Hospital enjoyed a period of unusual and healthful excitement between 10 and 11 o'clock on Saturday night. Shortly after 10 o'clock a person suffering from overstimulation came wandering down the street. His attention was attracted by the hospital building.

"Remarkable ed'fice," he remarked, steadying himself by the gate. "Cap'tol at Wash'n. Wonder—hic—how it got in Brooklyn. Muss been stolen. As patriot itsh my—hic—obvious duty to inveshtigate."

Unsteadily the patriot wandered up the walk. It so happened that at that moment the attendant had been called away from the door, and the patriot entered unobserved. In the pursuit of his investigations he found an unoccupied ward.

"Thish," he observed, "brings back early rec'lections childhood. I remember, I remember—hic—house where I was born, 'n' li'l winder where—There'sh winder, too! Bed spread for—hic—poor wayfarer. Guess wayfarer 'll r'tire."

Seized with this brilliant idea, he divested himself of his clothing and lay down in the bed. Abot half an hour afterward, however, the battle of Santiago suddenly flashed across his mind and his patriotic enthusiasm was instantly aroused. He sprang from his bed and dashed out into the corridor, whooping like an Indian.

"Hurrayfrooseveit!" he shrieked, dancing up and down the corridor and waving his bare arms frantically. "Remember the Ma-Ma-Manila! The Star—hic—Stangled Banner in triumph shall wave! H'ray! H'ray!"

In a few seconds the corridor was crowded with nurses, doctors, patients, and attendants, hurrying forth to ascertain where the fire was. The nurses promptly screamed and fled, blushing violently. The doctors and attendants advanced in line of battle toward the disturber.

"C'mon!" he chanted, throwing himself into a defensive posture. "Come one, come all, thish rock shall fly from its firm—hic—base as soon as I! C'mon, you Spaniards!"

They fell upon him and overpowered him. A stomach pump was called into requisition, and in a few moments the fight was all taken out of the patriot. Sorry, sober, and repentant, he was led back to his appropriated room, pushed into his garments, and then chased hastily off the premises. There was some talk of sending for a policeman, but it was decided that he had had enough.

**Pittsburg Car Barn Burns.**

PITTSBURG, July 24.—At an early hour this morning the car barn of the Consolidated Traction Company, at Frankstown and Penn Avenues, was completely gutted by fire, entailing a loss of about $175,000, well covered by insurance.

The flames originated in some mysterious manner in a paint shop, and before the employes and firemen [illegible]

# DR. MACARTHUR ON WAR

## He Gives His Ideas on the Future of Missionary Work.

## CIVIL AND RELIGIOUS LIBERTY

### They Will Be Enjoyed, He Says, in the Spanish Possessions We Take and Eventually in Spain Herself, Following Our Conquests.

In Calvary Baptist Church in West Fifty-seventh Street last night the pastor, the Rev. Robert S. MacArthur, took for his theme "Our New Possessions and Christian Missions." He said:

"God has given the American Army and Navy great and well-night bloodless victories. No nation in the world's history has had more marked tokens of God's approval than has had ours.

"This Nation can never be again what it was, even a few months ago. We have lived more in the last sixty days than ordinarily we would live in sixty years. We cannot escape the great responsibilities which Divine Providence has placed upon us. We shall soon be responsible before the civilized world for the government of Cuba, Puerto Rico, and the Philippines.

"What shall be our relations to these countries? Shall we haul down our flag and turn these countries over again to Spain? That is an unthinkable proposition. To do so would be to remand these countries to worse horrors than they ever before experienced.

"Shall we leave them to self-government? The anarchy which would result would be about as bad as the tyranny of Spain. We dare not, in the main, neglect our great opportunity and trifle with our solemn responsibilities. The American people will not permit our Government to withdraw from these countries until stable governments have been secured.

"One of the worst usages to which the American flag can be put is to haul it down when it has been raised in the interest of liberty, civilization, and humanity. Our civil war was begun to preserve the Union, but ended in the destruction of slavery. Our fathers began their contest with Great Britain to protest against unjust taxation. They ended it by forming an independent government. No nation can end a war as it expected to do when the war was begun.

"Spain must relinquish all authority in every land in which her flag has gone down and ours has gone up. The shock of war has aroused the Nation from its material ambitions. It has fired the people to heroic self-sacrifice. It has set all our pulses throbbing to the music of high and holy patriotism. The entire spirit of sectionalism has disappeared. We do not ask to what States Dewey, Schley, Sampson, Hobson, Wheeler and Fitzhugh Lee belonged. We thus have new duties. We are to end this war in the interest of friend and foe as speedily as possible. We are to stand loyally by those who are supporting the flag and the honor of the Nation, but the one great duty devolving upon us is to Christianize all our new possessions. Hawaii is already largely Christianized. American missionaries in 1820 sowed the seed of Christianity which is now bearing blessed fruit in those islands of the Pacific. We gave Hawaii glad welcome and we echo her own beautiful salutation, 'Aloha,' meaning love. We may not make these islands a State for a long time. We may not desire to add new stars to our flag for a number of years to come.

"Once our ambition was to push out to the shores of the Pacific, but now we have gone far out into the Pacific itself. Once the nations gathered about the shores of the Mediterranean. Then they pushed into and over the Atlantic, and now the Pacific is to be the great theatre of the world's enterprise. The nations that control the Pacific will control the commerce of the world.

"We are to proclaim Christianity to all the islands of the seas. This is the first duty of the Church in relation to our new possessions.

"The next quarter of a century will see a greater advance in missionary work than all the nineteenth century. Civil and religious liberty will be enjoyed in Cuba, in the Carolines, Ladrones, and Philippine Islands, and finally Spain itself will receive a like blessing, and the next generation of Spaniards will rise up to bless God for American valor on land and sea, which broke the bonds of civil and religious tyranny and which made Spain free and gave her new life and hope among the nations of the earth.

"So soon as we are rid of Spain's blighting influence missionary and educational work in those places will begin. The field is the world, and this is as true in religion as it is in commerce. These new possessions will be divided up so that several denominations may not go into practically the same field.

## REV. DR. PETERS AT ASBURY.

### Pastor of the Bloomingdale Church Talks on the Future Government of Cuba.

ASBURY PARK, N. J., July 24.—The Rev. Dr. Madison C. Peters, pastor of the Bloomingdale Church of New York, was the attraction at the National services held this afternoon in the beach Auditorium. Fully 3,000 people gathered in the big building to hear his address on "What Shall We Do with Cuba?" During the delivery of his address he frequently aroused his listeners to such an extent that they broke out in repeated hand-clapping and cheering, which were with difficulty repressed. He said in part:

"In our war with Spain we have not violated any principle of National policy. Even if we annexed Cuba, this Administration would have a precedent. When in 1817 Florida became our territory, we had already taken the territory of West Florida from Spain by force, because it had to be ours. It had been territory which Spanish rule had brought to a condition which made civilized commerce and communication with it impossible.

"The situation which the United States faces to-day is at least seventy-five years old. In 1823 Spain was invaded by France, and there was a possibility in the dispute between Great Britain and France over Spain that one or the other would acquire Cuba, either with Spain's consent or without. Secretary of State Adams, afterward President, then intimated that force would be used to prevent it. For seventy-five years we have asserted our right to interfere in Cuba—a right based on our claim under the Monroe doctrine.

"Thomas Jefferson declared that we needed Cuba to round out our power as a Nation. Henry Clay and Daniel Webster, when Secretaries of State, guaranteed Spain's title to Cuba against England and all the world, provided Spain gave Cuba good government, and they also declared that if Spain did not give Cuba good government we would have to interfere. So that the United States have kept Cuba in vassalage to Spain.

"President Polk offered $100,000,000 to Spain for the purchase of Cuba. President Buchanan said that if Spain would not sell the island its condition would eventually force the United States to take possession of Cuba. In other words, there has never been a disturbance in Cuba for seventy-five years that we have not solemnly warned Spain that if she could not restore order we would have to interfere, and in all these years we have stood behind Spain determined that the island should not go into the hands of another power and insisting upon our right to restore order if Spain could not do so. We should have thrashed Spain seventy-five years ago. And we are just now fulfilling our threats.

"We could not have taken any other position on this Cuban question without discarding every tradition of the Republic. We are at war with Spain because it was necessary to declare it. The indemnity we now demand for all the abuses of the past is the satisfaction of raising the flag of a free people over an oppressed people until with our watchful care the Cubans are able to govern themselves."

## THE AMERICAN LOURDES.

### New Roman Catholic Church in Brooklyn Selected by the Holy See.

An impressive ceremonial, which heretofore has never been witnessed in this country, and at no other place except the Grotto at Lourdes, France, was held in the new Church of Our Lady of Lourdes, Aberdeen Street and Broadway, Brooklyn, yesterday. The church is the property of the order of the French Fathers of Mercy, and was formerly known as the French Mission Church of St. Francis de Sales. The Rev. Eugene Porcile, who conducted several pilgrimages of American Catholics to Lourdes, is pastor.

The Holy See, at Rome, officially notified the authorities last week that it had selected the new church as the headquarters of the Arch Confraternity of Our Lady of Lourdes in this country, granting the same privileges to pilgrims that prevail at Lourdes.

The American shrine has the real Lourdes water, and hereafter the same order of exercises as at Lourdes will be carried out.

The news of the appointment spread rapidly, and, as a consequence, the church was filled with hundreds of afflicted persons during the afternoon. There was a procession, at which the whole gathering, with lighted tapers, singing the hymns of Lourdes, marched about the grotto and around the church.

Hereafter this ceremony will be held on the third Sunday of every month. The church is open every day from 6 A. M. to 9 P. M., and many pilgrims are seen praying before the shrine. A large number of parishes are organizing to make a pilgrimage to the American shrine.

On the walls of the church quite a number of memorial tablets in marble have been placed by different persons who are reported to have received grace from Our Lady of Lourdes.

## FEAST OF ST. VINCENT DE PAUL.

### Roman Catholic Churches of the City Celebrate It.

The Feast of St. Vincent de Paul was celebrated by the Roman Catholic churches of the city yesterday, the conferences of the St. Vincent de Paul Society holding special services. At the Church of St. Vincent de Paul, West Twenty-third Street, solemn high mass was celebrated by the rector, Father Wucher, assisted by Fathers McTague and Smith. In some churches of the society the feast was observed by the celebration of holy communion, and in others by a special service in honor of the feast in the evening.

St. Vincent de Paul is the patron saint of charity. He died in 1660. Over a century later the Society of St. Vincent de Paul grew out of the efforts of Frederick Ozanam, a graduate of the University of Paris. In New York and Brooklyn alone the society has nearly 30,000 members and has been most successful in its relief to the poor. The feast proper is July 19, and is so observed abroad, but in this country it takes place on the Sunday following.

**Brooklyn Church Dedicated.**

The new German Presbyterian Ebenezer Church, in Stockholm Street, near St. Nicholas Avenue, Brooklyn, was dedicated yesterday. The services were held in the morning, afternoon, and evening. The opening services were held at 10 o'clock in the presence of the several societies connected with the church and a number of invited guests. The pastor, the Rev. Mr. Jaeger, conducted the ceremonies. The Rev. Dr. George Seibert, a professor in the German Seminary at Bloomfield, N. J., delivered an address. The second celebration was held at 3 o'clock, and consisted of addresses by the Revs. Louis Walfeiz, Edward Fismer, and J. G. Hehr. In the evening at the first regular service the Revs. Newell Woolsey Wells and Frederick W. Fuess and ex-Congressman Darwin R. James made addresses. This evening a celebration of the Sunday school will be held.

**Senate's Blind Chaplain Preaches.**

The Rev. Dr. W. H. Milburn, Chaplain of the United States Senate, preached at both the morning and evening sessions at the union services arranged by St. John's Methodist Episcopal Church, New England Congregational, Ross Street Presbyterian, First Baptist, First Free Baptist, and First Reformed Churches, held in the First Baptist Church, Lee Avenue and Keap Street, Brooklyn, yesterday. The church was filled at both sessions. The Rev. Dr. Milburn, who is known as the Senate's blind Chaplain, is stopping at the Hotel Andrews, Bedford Avenue and South Fifth Street.

**New Lutheran Church Organized.**

A new Lutheran congregation was organized in the Rochester Avenue Church, Brooklyn, yesterday afternoon under the auspices of the Church Missions and Home Extension Board of the Lutheran Church. Over 200 names were enrolled. Ex-Mayor Schieren has subscribed $300, which he gives to all new Lutheran congregations to be organized within the limits of Brooklyn. Only preliminary arrangements were made at yesterday's meeting, but it is expected that the Rev. H. E. Clare will receive a call for the new pastorate.

## A DANGEROUS INSANE WOMAN.

### Miss Brennan Shot at a Policeman Who Entered Her House—Lack of Lodgers Drove Her Crazy.

It took three policemen, each armed with an axe, to break in the doors and enter the basement of 204 East One Hundred and Tenth Street yesterday afternoon, and overpower Miss Eleanor Brennan, forty years old, who was raging about in her rooms, violently insane.

As Policeman Kennedy of the East One Hundred and Fourth Street Station jumped into the room Miss Brennan fired a revolver at him, and the bullet passed through his coat sleeve on the inside. A deflection of six inches and it would probably have killed him. She was taken to Bellevue Hospital.

Miss Brennan is a sister of John J. Brennan, the proprietor of storage warehouses and stables at 349 West Eleventh Street. Some weeks ago she rented the two-and-a-half-story and basement house at 204 East One Hundred and Tenth Street, and, living in the basement, rented out the upper floors. The main floor she intended to sublet to a family and the upper floor to roomers. She furnished both floors at large expense, and her inability to rent them fully unbalanced her mind.

A week ago Mrs. Mary Palmer, living next door, noticed Miss Brennan acting strangely. She would go out in the yard and pray for two and three hours at a time and come back into the house muttering and cursing imaginary enemies. Yesterday morning she had one of these spells, and when she returned to the house she took a hatchet and completely demolished all the furniture in the basement.

Mrs. Palmer heard the noise, and when she went over to see what the matter was she saw Miss Brennan sitting on the front stoop. She screamed at Mrs. Palmer, calling her a devil and pointed an ugly-looking and very ancient French revolver at her in a menacing style. Just then a young man, the only lodger that remained with Miss Brennan, came along and volunteered his good offices to pacify her. As he approached her she screamed, fired the revolver almost in his face, and fled into the house. Fortunately the bullet went by the mark, but uncomfortably close to the man's head.

The police were then called, and Patrolmen Kennedy, Bliss, and Hillman responded. They broke in the doors and prevented further damage.

**The Zetes Wins a Race.**

J. A. Kipp's fast 25-footer added another victory to her long list by winning the special race off Oak Point yesterday, defeating John Smith's May-be and J. Hamburger's Lady for the silver loving cup offered by J. A. Rae. The race was started at 12:15:00 and the Zetes was the only boat that covered the course inside the time limit of six hours. The course was triangular, sailed three times around, and was a beat, a reach, and a run with spinnakers to port. During the first two circuits the breeze held steady but lightly from the east-southeast, but on the last round it veered around to the southeast and finally dropped out altogether, leaving the other competitors drifting away to the eastward with the ebb tide. The Zetes crossed the finish line at 5:22:00, making her elapsed time over the three-mile course, 5 hours and 7 seconds.

**No Verdict in the Kenney Case.**

WILMINGTON, July 24.—No verdict was rendered to-day by the jury in the case of United States Senator Kenney, [illegible] Teller Boggs in the embezzlement of the funds of the First National Bank of Dover. The jury retired on Friday. [illegible] court house this afternoon, and again this evening, but [illegible] jury.

# FATHER PISCOPO'S CHARGE

## Priest of a Baxter Street Italian Church Says Vice Is Rife in the Parish.

## HIS PULPIT DENUNCIATION

### Promises a Crusade Against the Evil, in Which Dr. Parkhurst's Aid May Be Asked—A Threatening Letter Sent to Him.

The Italian parishioners of the Roman Catholic Church of the Most Precious Blood, in Baxter Street, who attended mass there at 11 o'clock yesterday morning were startled by a sermon from one of the curates, the Rev. Father Buonaventura Piscopo, of the most denunciatory character. The priest charged that vice was openly and widely showing itself in the parish, which includes that part of Mulberry Street which is above Canal Street, and promised a crusade against it. He declared that he would call in the aid of the Rev. Dr. Parkhurst if necessary to assist him in purging the section under his spiritual jurisdiction and that of his associates.

The rector of the church, the Rev. Father d'Arpino, was not present when the sermon was preached. It is believed that Father Piscopo's feelings had been largely wrought up by an Italian stabbing affair of the previous day, which started from a quarrel over a woman. The priest said that his life had been threatened by the owner of a disorderly house, who had recently sent him an anonymous letter with the warning that he must at once cease his efforts against the malefactors of the parish if he did not want to meet his fate from the assassin's knife when answering a call to some dying member of his parish on a dark night.

After telling of this, Father Piscopo said, leaning forward earnestly in his pulpit:

"I know the writer of that letter. I say to him now that I fear him not and that I defy him. I do not care for my life so much that I will forget my mission to the extent of refusing battle to the Prince of Darkness and his deputies. I will go on doing my duty and these threats shall not deter me."

**Story in Graphic Style.**

The priest then related in graphic style the story of the fight between two Italians at Mott and Hester Streets on Saturday. This tragedy resulted from the visit of Angelo Gabrieto to the house where Carmella Lamaa, his former companion, was living with Antonio Corruso. Corruso assaulted Gabrieto at the instance of the woman with a hatchet. Gabrieto defended himself with a knife. Both men, it was said last night, were likely to die.

Clara Brunetti, a young woman who, it is said, had witnessed the affair, fell in a faint after the priest had finished his description of it. It was reported afterward that she fainted because of the heat. The girl was removed and the priest continued:

"The Italian people here have always been looked upon as a poor but moral and honest people. Poverty has never shamed any one, but immorality and dishonesty have. A shameful business is fostered by the property owners who let rooms to immoral people, caring only for the few paltry dollars to be gained. I mean to fight with all my power to put a stop to this wholesale degradation, and threats will not stop me. We Italians ought to change our names and say we are French or Spanish, anything but Italian, after such affairs as that of yesterday, and since these bad people have settled in our midst.

**May Call Dr. Parkhurst.**

"I have personally investigated and know the location of every disreputable house in this parish. I propose to fight an uncompromising fight, and I will, if necessary, invite Dr. Parkhurst to aid me. I had occasion a short time ago to go to the police station of this precinct, and I talked with Capt. Dean of the condition of affairs. He admitted that it was as I have pictured it, and said he deplored his inability to uproot the evil. Then he told me that the keepers of these dens come to my church. He says he saw many of them with his own eyes. Oh, my people, this is wrong. There are only a few black sheep in the fold, and you must not let them contaminate the rest. You must help me in this fight."

Father Piscopo was seen after the service, and he reiterated all that he had said. He even declared that he had been too conservative in picturing the state of affairs. He was determined, he said, that a few evil men and women should not disgrace his people, who in the main are hardworking and honest. Another curate of the parish, when seen in the evening, said that there were certainly many immoral people among the Italians of the district.

**Statements of the Police.**

To judge from the views of the Police Captains whose precincts touch on the parish, Father Piscopo is somewhat of an alarmist. Capt. Dean of the Elizabeth Street Station said:

"The only part of the parish in my precinct is the block between Hester and Canal Streets, on Mulberry. There there are only two or three places of ill-repute. There were half a dozen, but by threatening and annoying those connected with them we have managed to get rid of them.

"I told Father Buonaventura, whom I know and like and believe to be sincere, that the best way to reach the people would be by his sermons. We cannot very well do anything, because no information can be got from Italians, and they do not violate the law openly. The women concerned rent single rooms, and there are no regularly organized establishments of vice. As they are careful to avoid the disorderly acts which would make them amenable to the law, we cannot do anything."

Capt. Albertson of the Mulberry Street Precinct said: "Father Piscopo is, I believe, sincere, but mistaken. There are absolutely no houses of ill-repute in my precinct, or I certainly should know it. My men are thoroughly vigilant. We do have such cases as that of a woman leaving a husband to take up with another man. These cases usually end in murder. The trouble we have to contend with among the Italians is that they are always killing one another. The percentage of vice among them is less than that of any other race."

## WESTERN UNION ACCUSED.

### May Be Indicted in Jersey City for Abetting Gambling.

It is probable that the Hudson County Grand Jury will be asked to indict the Western Union Telegraph Company for abetting gambling in Jersey City. Henry Roberts of Hackensack, the telegraph operator, who was caught Saturday afternoon in the raid on an alleged pool room in John Fick's saloon, at 185 York Street, says that he was employed by the Western Union Company. Roberts, with John Gray of 298 York Street, and Fick, both of whom were arrested with Roberts, will be arraigned before Justice Potts this morning on charges of "aiding and abetting gambling."

The telegraph instrument seized in Saturday's raid was found on the outside of a second-story front window behind the sign of Fick's saloon. Police Telegraph Superintendent Foley traced a wire to the instrument. The police consider it impossible that the company's officials were ignorant of the use made of this instrument.

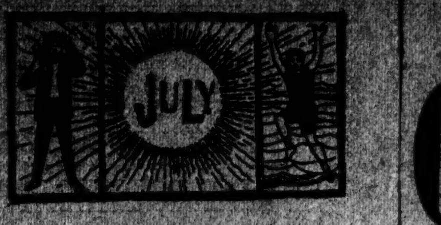
According to the police, the information received by telegraph from race tracks was telephoned from Fick's place to a saloon in Henderson Street near Newark Avenue. A detail of police went to John Bell's saloon at 295 Henderson Street, after the raid on Fick's place, but found no signs of a pool room.

## TWO EXCURSIONISTS KILLED.

### While Walking the Track They Were Struck by an Engine.

MIDDLETOWN, N. Y., July 24.—Two men who arrived with an excursion party at Shohola Glen to-day, while walking along the track of the Erie Railroad were run over and killed by an engine attached to the second section of the excursion train. There was nothing found on the bodies by which they could be identified. The excursion was run under the auspices of a German society, and the passengers were from New York, Newark, Jersey City, and Paterson, N. J.

When a section of the excursion train was returning to-night, and while passing through this city, Otto Fischer fell from the train. [illegible]



Preparation is half the battle.
Are you prepared?

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Low shoes
Negligee shirts
Straw hats
Linen-mesh underwear
Gauzy socks
Washable scarfs
Bathing suits

ROGERS, PEET & Co.

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Warren and Broadway.
Thirty-second and Broadway.

## REFEREED A RAZOR DUEL.

### Wounded Man's Brother Held for Insisting on a "Square Fight"—Participants Will Die.

Charles Wilson, twenty-four years of age, of 269 West One Hundred and Forty-sixth Street, was held by Magistrate Mott, in the Harlem Police Court, yesterday morning without bail as an accessory to as bloody a duel with razors as has ever been fought in this city.

Henry Wilson, the brother of Charles, of the same address, and John Stork of 267 West One Hundred and Forty-sixth Street are waiters. The men are colored. Saturday night Henry Wilson was standing in front of his home when Stork came along. Wilson asked Stork for some money he owed him. Stork replied that he did not have it, whereat Wilson grew angry and said he would take it out of Stork's hide. Stork drew a razor and Wilson followed his example. Then the men began to slash and cut each other.

Charles Wilson came out of the house, and, taking a stand close to the combatants, said that he would see to it that a square fight was made. When Policeman McDermott of the West One Hundred and Fifty-second Street Police Station came up, attracted by the noise, he found Stork lying unconscious on the sidewalk with blood flowing from a dozen wounds in his head and shoulders.

Wilson had gone up stairs to his room and was found lying on the floor weak from loss of blood. He was also terribly gashed about the head and one of his fingers was cut off. The wounded men were sent to the J. Hood Wright Hospital, where it is said they will both die.

## A BOY'S ODD ACCIDENT.

### Severed an Artery by Stepping on a Broken Bottle in the Water.

An accident which happened to James Mack, thirteen years old, of 142 Seventh Avenue, Brooklyn, while bathing at Coney Island at 6 o'clock last evening, may result in the boy's death.

Mack, when going into the water, stepped upon a broken bottle, and severed the posterior tibial artery, the main one in the leg. Efforts to stop the flow of blood were made, but were unsuccessful, and Ambulance Surgeon Gofman, from the Kings County Hospital, was summoned. He failed to do anything toward stopping the flow, and Mack was taken to the hospital. The only chance left of saving the boy's life was taken last night, and his right leg was amputated. It is not expected, considering the large loss of blood, that Mack will survive the shock.

Surgeon Gofman, in speaking of the accident, said that it was a most unusual one, and that it is almost impossible to bind the wound in such a way as to stop the flow of blood. In his experience in surgical life he had never seen another such case as that of Mack.

## HIS CONSCIENCE WORRIED HIM.

### Gardner Stole a Horse and Two Watches and Forged a Check.

Frank Gardner, twenty-seven years old, who says he belongs in Knox, Albany County, N. Y., was remanded yesterday by Magistrate Brann in Jefferson Market Police Court for examination to-day. Saturday night Gardner went to the West One Hundredth Street Police Station and said he had come to surrender himself, as his conscience troubled him. He told the Sergeant that on Dec. 28 he stole a horse and two watches from his employer, Alfred Batcher of Knox, and also forged his name to a check. Being unable to sell the horse he left it at a little town a few miles from Knox and proceeded to this city, where he has been ever since doing odd jobs.

The man was turned over to Central Office Detective Gleeson, and word has been sent to the authorities at Knox.

**He Thought It Wasn't Loaded.**

The "didn't-know-it-was-loaded" youth turned up in Brooklyn yesterday and is now in the Adams Street Police Station on a charge of assault. His victim was sent in a dying condition to the Brooklyn City Hospital. John Carrupa, an Italian bootblack, was shining the shoes of Ronald S. Brennan of 306 Hudson Street, when Brennan, who is only seventeen years old, produced his new revolver and showed it to the admiring bootblack. Brennan was so pleased with his acquisition that he insisted on showing the Italian how the weapon was discharged. He pressed the trigger, and a bullet pierced Carrupa's left breast. He cannot live. Brennan explained to the police that he thought the revolver was unloaded.

**Took Poison in the Street.**

A man who said he was Philip Emerson, twenty-one years old, of 2214 Thirty-first Street, Philadelphia, Penn., was discovered by Patrolman White of the Oak Street Police Station, lying in the shadow of an electric light pole in front of 209 Park Row at 5:20 o'clock yesterday morning. In his hand he had a vial containing a small portion of a green substance. When questioned he said he had come to this city to find work, and failing, had taken paris green. He then sank into unconsciousness and was removed to Hudson Street Hospital. He died at 9 o'clock.

**Fish for the Aquarium.**

The small fish found in Bermuda waters soon die after becoming captives at the Aquarium here, and it is therefore necessary to secure new specimens frequently. Prof. Bristol of the New York University went to the Bermudas some weeks ago, and his third consignment, consisting of eight tanks of fish, arrived yesterday on the Bermuda steamer Orinoco. They were sent without delay to the Aquarium. The specimens include four eyes, cowfish, and a green parrot fish. There were also three lobsters in the tanks.

**Y. W. C. A. Entertainment.**

Miss Ada Bleecker Winne will be heard in humorous recitations at the rooms of the Young Women's Christian Association, 7 East Fifteenth Street, this evening at 8 o'clock. This is the fifth in the series of free entertainments in the Summer course of instruction and recreation of the Summer school under the direction of Miss E. Doheny, chaplain. There are classes in physical culture, Bible study, millinery, and singing.

**Dr. Gunsaulus Able to Preach.**

The Rev. Dr. F. W. Gunsaulus of Chicago, who owing to illness was unable to preach at the First Presbyterian Church, Fifth Avenue and Twelfth Street, on Sunday, July 17, was well enough to occupy the pulpit of that church yesterday morning. He is filling the pulpit of the church temporarily, and will conduct the services there next Sunday also.

**Arrivals on the Orinoco.**

Gen. Russell Hastings, who has charge of the British forces in the Bermudas, arrived here yesterday on the steamer Orinoco. He is on his way to England, and is accompanied by his wife and family. Lieut. T. S. Allen of the Second Worcestershire Regiment was also a passenger on the Orinoco.

**Bulldog Gave Warning of Fire.**

MOUNT VERNON, N. Y., July 24.—The barn of Theodore Rich was destroyed by fire early this morning. Several handsome carriages, and a horse valued at $2,000, were burned. The coachman, who was asleep on the upper floor when the fire started, was awakened by a bulldog in the barn, and dropped from a second-story window [illegible]

O'Neill's
Sixth Ave., 20th to 21st St.

Ladies' Serge Suits

300 navy blue and black serge men tailored suits; fly front walking coat, full length, notched collar, side pockets; jackets taffeta lined; skirts percaline lined,

$9.98

Entire suit lined throughout with black taffeta,

$14.75

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Swept by Ocean Breezes.
Victor Herbert's 22d Reg't Band Daily, 3:30, 7. Sunday, 3:30, 8.
Pain's Manila & Fireworks Evenings 8 P. M. sharp.
De Wolf Hopper in Beggar Student,
Except Sunday 9 P. M. Mat. Sat. 2 P. M.

THE COOL CASINO! Theatre Part TO-NIGHT! Roof To-night & Every Night!
POSITIVELY FIRST TIME TO-NIGHT! The extravagant extravaganza Yankee Doodle Dandy! Nearly 200 Participating! Rice's Summer Nights and the Great Cake Walk!

POPS MADISON SQUARE ROOF GARDEN. EVENINGS AT 8:15. ADM. 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights perf. in Concert Hall.

KEITH'S Continuous Performance 25c., 50c. Noon to 11 P. M.
Grace Sherwood in Rosina Vokes's "That Lawyer's Fee;" Geo. W. Monroe, Jeanne Franko, Dillons, &c.

WORLD IN WAX NEW WAR GROUPS
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH

KOSTER & BIAL'S. ADM. 50c.
Music Hall, Burlesque. 8th week, Cook's Tours, Roof Garden— 10 Big Vaudeville Acts.

Baseball, Polo Grounds, To-day, 4 P. M.
Baltimore vs. New York. Admission 50c.

THE TURF.

BRIGHTON
RACES Daily at 2:30 P. M.
Rain or Shine. Concert by Lander.
Take any Coney Island route.

## MYSTERY AT MOUNT VERNON.

### A Woman's Body, Badly Decomposed, Found in a Swamp Lot.

MOUNT VERNON, N. Y., July 24.—The body of a woman, badly decomposed, was found in a swamp lot in this city this morning. There is some reason to believe the woman was murdered, but the chances of ascertaining this definitely are poor, as the body must have lain exposed to the sun and rain for not less than three weeks, and possibly for a longer time.

The body was found by an Italian in a lot at Fourth and East Lincoln Streets. It lay in a clump of underbrush about twenty-five feet from the thoroughfares. There are Italian quarters near by. The residents of Chester Hill use the neighborhood as a short cut to their homes from the station and from Mount Vernon.

The body was that of a woman of medium build, and not over twenty-five or thirty years of age. The hair was dark brown, and on the corpse was a calico or organdie dress which probably used to be blue. Coroner Banning viewed the body, but was not able to ascertain the cause of death, and little is expected from the autopsy, if one is held. There was no hat or shoes with the body, and no trace of them in the neighborhood.

The carpenter shop of Harry J. Robertson, a short distance away, was visited. It stands upon a hillside so steep that while the front of the shop rests upon the ground at the level of the street, the rear part is on piles, and is high enough from the ground for a fair-sized man to walk beneath it for some distance. One of the carpenters employed by Mr. Robertson recalls that about four weeks ago he had occasion to go to this spot under the shop and noticed there a pool of congealed blood about three feet in diameter. He reported this to his mates, and others looked at it, but at the time decided that the blood must have come from some animal which had been wounded and crawled beneath the shop, only to leave later. The incident was recalled by the finding of the body.

## TRADE FESTIVAL IN CHICAGO.

### Will Include a Pageant, Ball, Water Carnival, and Illuminations.

CHICAGO, July 24.—The Chicago Commercial Association is laying plans for a trade carnival to be held here Oct. 3. The festivities, as planned, will cost $200,000, and will include electric illuminations on an elaborate scale, a pageant, similar to that of the Mardi Gras, and a ball in the Auditorium. A water carnival off the lake front is also considered.

All the organized societies of the city will be invited to participate.

## EARTHQUAKES IN CHILE.

### Terrified Inhabitants Flee from Their Homes at Concepcion.

VALPARAISO, Chile, July 24.—A violent shock of earthquake lasting a minute was felt last night at Concepcion, capital of the Chilean province of that name, and at Talcahuano, on the Bay of Concepcion and eight miles distant from Concepcion City.

Many houses were destroyed and the telegraph and electric light wires were severed. The inhabitants were terrified and fled from their homes, spending the night in the open air. Another severe shock was experienced to-day.

## THE BOYS SHOWED REVOLVERS.

### Railroad Conductor Threatened for Demanding Full Fares.

TRENTON, N. J., July 24.—Eight Philadelphia boys, all between sixteen and eighteen years old, started from that city this morning on the Americus Rifle Club's excursion to Coney Island, having half-fare or children's tickets. When the conductor collected their tickets he demanded $1.25 more from each of them, and after a dispute several of the boys drew revolvers and announced that they were going to Coney Island on the half-rate tickets and dared any one to stop them.

The conductor prudently retreated, but telegraphed ahead to this city, and when the train reached Trenton a dozen policemen were in waiting. The boys are now in durance vile, and will have a hearing to-morrow. They will probably be turned over to the Pennsylvania authorities.

# The New York Times.

## WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

COPYRIGHTED. NEW YORK, MONDAY, JULY 25, 1898. EIGHT PAGES.

### STOCK EXCHANGE SUMMARY.

| | Shares. |
|---|---|
| Stocks week ended July 23... | 751,525 |
| Same week last year.......... | 2,235,774 |
| Stocks to date this year...... | 55,759,272 |
| Corresponding date last year. | 29,410,598 |
| Bonds for the week........... | $17,473,800 |
| Same week last year.......... | 14,591,500 |
| Bonds to date this year...... | 477,882,340 |
| Corresponding date last year.. | 243,698,760 |

Money rate range for week: Collateral loans on call, 1@1½; at three months, 2½; at six months, 3½ per cent. Commercial paper, sixty to ninety days, 3¾ per cent.

## LAST SUMMER'S BOOM.

### It Was Just at This Time in July that the Activity Started.

The fact that it was in the week corresponding to the one just closed that the real activity and strength of the stock market began last year, leads Wall Street to discuss the possibilities of a repetition in the coming months of last Summer's great boom.

It is pointed out that while the upward movement last year had been under way from the end of May the market had not broadened to any material extent nor had transactions gone beyond a fair daily average, just about equal to what they have been in recent weeks.

A heavy demand for bonds is always looked upon as a forerunner of an active and buoyant speculation, yet in no week last year were there such heavy bond transactions as a week ago, when the sales reached nearly $24,000,000. This total was exceeded in the early weeks of the present year, but the largest aggregate in any week of last year's boom was less than $22,500,000. The total of a week ago attracted little more than passing attention, but when in the week of July 31 last year the sales of bonds reached more than $18,000,000 much was made of the fact that it was the heaviest total since the week of May 18, 1895. Wall Street has now come to look upon a week of that kind as nothing out of the ordinary.

In the week just ended the transactions in bonds were $3,000,000 greater than in the same week last year, even with the dealings in over $1,000,000 new Government 3s on Friday and Saturday not included.

While much of the activity has been in the low-priced and speculative issues there has been a steady demand for the gilt-edged investment mortgages, as is shown by the fact that there were considerably more than 200 distinct issues traded in.

The eagerness with which the new 3 per cent. Government bonds were bid for in heavy amounts on the Stock Exchange, where they were dealt in for the first time on Friday, demonstrated that the amount of capital seeking investment is large—so large that its influence must be felt in the security markets for a long time to come.

No better idea of how last Summer's boom developed could be obtained than by comparing the increases in weekly Stock Exchange totals. In the week of July 17 the sales were little more than 1,300,000 shares—in fact, the corresponding week of this year was a few thousand shares greater. But in the week of July 24 they reached 2,235,774, falling to 2,169,371 in the following week. The week of Aug. 7 was a notable one not only for the increase in transactions to 2,850,758 shares, but by reason of the fact that the Grangers sold at prices which they had not touched in years. St. Paul was quoted at 90½ for the first time since June, 1887; Northwest at 120 for the first time since May, 1892; Rock Island at 84¼ for the first time since April, 1893; and Burlington at 90½ for the first time since September, 1895.

The following week was the most active of the Summer, sales aggregating 3,478,640 shares, and on two days of that week the transactions were in the neighborhood of 750,000. The dealings were considerably less in the week of Aug. 21, amounting to only 2,114,837, but there was a further falling off in the following week to 1,983,485. But in the week of Sept. 4 activity was renewed, sales reaching 3,210,381, and it was at this time that most stocks reached their highest quotations of the year.

The Grangers were the leaders in activity during the Summer, and the dealings in St. Paul, Burlington, Northwest, Rock Island, and Chicago Great Western were enormous. There were also heavy transactions in Northern Pacific preferred, the Readings, Louisville, Missouri Pacific, New York Central, Chesapeake and Ohio, and Atchison preferred. In the industrials Sugar, Tobacco, Chicago Gas and Leather preferred attracted most attention.

It is worthy of note that while the sales of stocks in the first six months of 1897 were only 24,595,620, in the following three months they heavily exceeded that total, amounting to 31,556,840.

### Canada's Share of War Taxes.

Canadian bankers and Canadian railroad managers are worrying over the contributions they have to make toward American war revenues. A Montreal authority writes:

"Great interest centres in a decision expected from Washington to settle the question as to just how much the people of Canada are to contribute to the war fund of the United States. No matter what the decision may be Canadians will be obliged to pay a very large sum as their share of the expense of freeing Cuba.

"It comes about in this manner: On every demand or sight draft issued in Canada on an American bank the sender must place a two-cent American revenue tax stamp; on all bills of exchange or checks there must be placed a two-cent stamp, but in the latter case the Collector decided that the 2 cents must be paid on every $100 or fraction thereof. He, however, consented to reconsider the question of the tax on every hundred, and it is the result of his reconsideration that is being awaited with so much interest. What the sum total of this cost to Canada will be should he decline to interfere with his first decision is difficult to say, but it will be so large as to be startling. Many hundreds of thousands of dollars are sold by the banks in Canada every day to New York firms who resell to England and Continental centres, and if the tax per hundred is enforced it will mean three-sixty-fourths of a cent, which, of course, in the case of Canadian money, must eventually be paid by the Canadian producer.

"That the Collector at Washington will stick to his first decision is confidently believed by the bankers in Montreal. I called on several of them this morning, and while hoping for the best they unanimously declared that every hour they expected word that the original decision must stand.

"Should this turn out to be the case another question will crop up: Will the tax on each and every hundred be retroactive? The amount up to date would not be very large individually, but as a lump sum it would pay a good item in the United States' big war bill.

"The railroad men are making themselves heard. The war tax stamps are not only proving a great expense but an awful nuisance. Stamps are still being placed on their manifests, &c., but it is under protest, and Washington has consented to reconsider. It is not expected that the tax will be removed, but it is at least hoped that an arrangement will be made by which whatever must be paid can be paid with less trouble.

"Many of the American railways are avoiding the contributing of their share by paying their employes in cash instead of checks. The Grand Trunk comes in for quite a little praise for sticking to the checks, even though it be Canadian, and by so doing has to buy so many more war stamps."

### Currency Reform and the Banks.

In a discussion of the proposed National currency reform legislation, Mr. John M. Nelson of the Baltimore banking house of Hambleton & Co. works out a practical illustration of how the new law will operate. He writes:

"Let us take a National bank with a capital of $100,000 and surplus and undivided profits $50,000. This is about the average surplus and undivided profits of the 3,594 banks in existence, with an aggregate capital of $628,890,320, surplus $248,484,530, and undivided profits $88,143,789.

"A bank with a capital of $100,000 must take out $25,000 reserve notes and $25,000 National bank notes, secured by bonds, but may take out reserve notes up to the amount of its capital. As, however, the only inducement to take out reserve notes above the minimum of $25,000 is in order to secure the currency asset notes, we will suppose that the bank with $100,000 capital takes out $40,000 reserve notes, $40,000 National bank notes, secured by bonds, and $40,000 currency asset notes. We do not include the emergency circulation, as there is no profit in paying 6 per cent. per annum for this privilege.

"Taking these conditions as a basis we shall have the following results:

| | | | |
|---|---|---|---|
| Capital .............................. | | | $100,000 |
| Surplus and undivided profits....... | | | 50,000 |
| Profit on National bank notes: | | | |
| $40,000 United States bonds, yielding 2½ per cent...................... | | | $1,000 |
| $40,000 National bank notes, loaned out at an average of 4 per cent. | | | 1,600 |
| Profit on currency asset notes: | | | |
| $40,000 loaned out at an average of 4 per cent...................... | | | 1,600 |
| | | | $4,200 |
| Deduct loss of interest at 4 per cent. on capital invested in $40,000 United States bonds.... | $1,600 | | |
| Deduct one-fourth of 1 per cent. on capital and undivided profits............... | $375 | | |
| Less reversion of one-half per cent. on amount of reserve notes taken out... | 200 | | |
| | | 175 | |
| Loss of interest on guaranty fund of 5 per cent. of $40,000 currency assets notes........ | | 80 | |
| Expenses of circulation........ | | 100 | |
| | | | 1,955 |
| Profit on all circulation............. | | | $2,245 |

"This is about 2¼ per cent. on capital.

"There is very little profit in taking out circulation under the present system, so that the proposed change is for the better.

"There is one very important factor which must not be overlooked in the formulation of any plan of currency reform, and that is, Will the banks accept and act upon the provisions of the plan proposed?

"The ignorant and uninformed honestly believe that the banks are behind any plan of currency reform which may be proposed, while the truth of the matter is the banks are anything but willing to undertake the great responsibility of maintaining the whole currency of the Nation upon a parity with gold, of redeeming the notes of the Government and the notes of the banks at sight, in gold, and of guaranteeing the notes of all banks jointly. This is about what the proposed plan of currency reform means. The whole burden is taken from the shoulders of the Government and placed upon the banks.

"The proposed law, while imposing grave responsibilities and possibly unnecessary burdens upon the banks, also affords a moderate profit in taking out circulation, and while perhaps many banks may not look with favor upon the prospect before them, it is probable that the terms imposed will be accepted in view of the overwhelming importance of the establishment of a safe and stable currency and the removal of the uncertainties and perils surrounding our present system."

### Steam vs Electricity.

In calling attention to the inroads being made by trolley railways upon the local passenger business of the steam railroads, The Western Electrician says:

Steam railroad managers are reminded of the growing importance of the electric trolley lines by the marked falling off in suburban traffic in all the large cities of the country at this season of the year. The steam roads running out of Chicago, which have heretofore enjoyed a profitable suburban business, complain that their cars are deserted for the trolley lines since the hot weather set in. Open cars are run on the electric roads and passengers are not annoyed by smoke and flying cinders. An additional inducement of considerable importance is found in the comparatively low fare charged by the electric railway companies.

In the ten years up to and including 1893 the number of passengers carried on the steam railroads in Massachusetts increased at the rate of 5,825,000 a year. The next four years they decreased at the rate of 4,766,000 a year. The decrease in passenger journeys from 1893 to 1897 was more than 19,000,000, or 15.65 per cent. While the number of journeys fell off 15.65 per cent., the passenger-miles fell of only 6.66 per cent., showing that the average journey grew in length nearly 12 per cent. There are six steam railways entering Boston. These lost 12.2 per cent. of their passengers into and out of Boston from 1893 to 1897. There are five electric street railroads that enter Boston, and these gained in the same four years 31.2 per cent. in the number of passengers carried. This is the most significant feature of the report.

In all the reports thus far submitted it is evident that the greatest falling off has been in short-trip passengers. The Lake Shore's decrease in this class was 227,539 persons. The Michigan Central carried last year in local travel 2,385,519, showing a falling off of 167,782 passengers. The experience of other companies confirms the impression gained from these statistics. An executive officer of a Chicago road is reported to have suggested that perhaps the best policy for the railroads to pursue would be to build a few miles of trolley lines at various points along their own line and bring in the passengers from the surrounding country. These lines would be connected with their own tracks, and the road could carry the passengers between the neighboring towns either over their own rails or on a separate track along their right of way.

### Cotton Goods Exports.

In discussing conditions and prospects in the cotton goods export trade, The Textile Manufacturers' Journal says:

Very little absolutely new business is being done at the present time. A good many packages are going forward from week to week, but they represent the delivery of old orders, taken months ago, and are no criterion of the business which is being done to-day. Very few offers have been made during the week on any fair line of goods, and those which have been received have been at such ridiculously low prices that agents do not find it possible to accept them. Cotton goods have been selling at low prices in the general market, but the values for export are even lower than for domestic consumption. It is this which has made the increase in export business with the various nations with which we have commercial relations. A buyer from South America remarked not long ago: "As long as the values of your goods continue on such a low level I am able to do a profitable business with your country, but as soon as prices begin to rise I am compelled to do my purchasing in other countries where I can do it more profitably." It is a grave question which is the better, to sell a large quantity of goods at a low price, or a very restricted quantity at a much larger profit. With the handicaps of more expensive banking and more roundabout routes of transportation than our competitors we are compelled to put the price of the goods very low in order to sell them at all. Yet notwithstanding the disadvantages we are under the inherent merits of our fabrics, when compared with the products of other nations, are sufficient to recommend them to buyers the world over.

### TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, July 23, total transactions included 751,525 shares of stock, $17,473,800 bonds, with $1,054,000 Government and $11,500 State bonds.

In detail the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

| | July 24, 1897. | July 23, 1898. | Differences. |
|---|---|---|---|
| R. R. & Miss.. | 2,235,774 | 751,525 | *$1,484,249 |
| Banks ........ | 99 | 41 | *58 |
| Mining ....... | 7,200 | 3,600 | *3,600 |

BONDS.

| | July 24, 1897. | July 23, 1898. | Differences. |
|---|---|---|---|
| R. R & Miss.. | $14,591,500 | $17,473,800 | †$2,882,300 |
| State ......... | 40,000 | 11,500 | *28,500 |
| Government .. | 109,500 | 1,054,000 | †944,500 |

*Decrease. †Increase.

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

| | |
|---|---|
| Am. Cotton Oil...... | 3⅝ |
| Am. Cotton Oil pf... | 3 |
| Am. Express.......... | 2 |
| Canadian Pacific..... | 1⅛ |
| Central Pacific....... | 1 |
| Chi. Gt. West. pf., A. | 5½ |
| Chi. & Northwest.... | 3 |
| C., C., C. & St. L.. | 1 |
| Chi., M. & St. P..... | 1¼ |
| Consol. Ice.......... | 4 |
| Consol. Gas.......... | 1 |
| Del. & Hudson...... | 1½ |
| Den. & R. G. pf.... | 1 |
| Hawaiian Sugar..... | 1 |
| L. E. & W. pf...... | 1¼ |
| Mich. Central......... | 1½ |
| Nat. Lead............ | 2⅛ |
| Nat. Lead pf.......... | 2 |
| Nat. Linseed Oil.... | 2 |
| N. Y. Central....... | 1⅛ |
| N. Y. Air Brake..... | 2½ |
| North. Pacific....... | 1⅛ |
| North. Pac. pf...... | 1⅜ |
| Pacific Coast........ | 2 |
| St. P. & Omaha...... | 1⅛ |
| U. S. Leather pf.... | 1⅜ |
| U. S. Rubber....... | 3½ |
| U. S. Rubber pf..... | 1½ |

Stocks Declined.

| | |
|---|---|
| Am. Sp. Mfg.......... | 1¼ |
| Am. Sp. Mfg. pf.... | 1 |
| Am. Malting pf..... | 1⅛ |
| Am. Steel & Wire.. | 2 |
| Am. Steel & Wire pf. | 1¾ |
| Chi. & E. Ill........ | ½ |
| Detroit Gas Co...... | ⅝ |
| Illinois Central...... | 1 |
| Met. Street Ry...... | 1⅛ |
| Minn. Iron........... | 1 |
| St. L. Southw. pf.... | 1 |
| St P., M. & M...... | 1¼ |
| U. P., D. & G. t. r.. | 1⅛ |

⁂

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

| | |
|---|---|
| B. & O. 5s, Parkersburg Branch ....... | 2¾ |
| B. & O. 5s, 1925, tr. r. | 2 |
| B. & O. con. 5s, 1988. | 1⅛ |
| B. & O. con. 5s, reg. | 1¾ |
| D. & R. G. con. 4s.. | 1 |
| D. & R. G. 1st 7s... | 1 |
| D. & R. G. Imp. 5s. | 2¼ |
| East Tenn. reor. lien. | 1 |
| Flint & P. M. 6s.... | 1 |
| H., E. & W. Tex. 1st. | 1 |
| K. C. & Pac. 1st.... | 1½ |
| Kings Co. Elev. 1st. | 1⅝ |
| Manhattan 4s ....... | 1 |
| Or. Sh. Line inc., A. | 1 |
| Pitts. & West. 5s.... | 5 |
| St. J. & Gr. Isl. 1st. | 1 |
| St. L. & I. M. 5s.... | 1½ |
| Stand. R. & T. 1st.. | 1 |
| Term. of St. L. con. 5s. | 1 |
| T., St. L. & K. C. 1st, t. r. ................ | 1 |
| U. P. coll. tr. 4½s.. | 3⅝ |
| U. P., D. & G. 1st tr. r. ............... | 4 |
| Wabash 2d ......... | 1 |
| Wis. Cent. 1st, t. r.. | 1⅝ |

Bonds Declined.

| | |
|---|---|
| C., H. V. & T. 5s, $65 paid ........ ...... | 1 |
| Ft. W. & Den. C. 1st. | 1½ |
| Int. & G. Nor. 2d.... | 1 |
| Kan. & Mich. 4s..... | 1 |
| Peo. & East. inc.... | 1¾ |
| Pitts. & West. 4s.... | 3 |
| Texas Pac. 2d....... | 1 |
| Wis. Cent. inc....... | 1 |

### BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 59½@60¼c per ounce.

Silver was quoted in London at 27⅛d per ounce, and in New York at 59⅝c. Mexican dollars were quoted at 46⅝c.

The Mercantile Safe Deposit Company holds 326,089.71 ounces of silver bullion.

# Stock Transactions New York Stock Exchange Week Ending July 23, 1898.

| Range for Year 1898. Highest. | Range for Year 1898. Lowest. | Closing Sat., July 23. Bid. | Closing Sat., July 23. Ask'd | Net Ch'ge Past Week. | STOCKS. Sales Week Ending July 23, 731,330. | Amount Capital Stock Outstanding. | Last Dividend. Date. | Last Dividend. Per Cent. | Week Ending July 23. First. | Week Ending July 23. High. | Week Ending July 23. Low. | Week Ending July 23. Last. | Closing a Year Ago. | Sales Per W'k End. J'ly 23, 1898. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *112½ February 10. | *97½ April 20. | 101 | 103 | .. | **Adams Express** | $12,000,000 | June 1, '98. | $2 | 101½ | 101½ | 101 | 101 | 153 | 84 |
| 43¾ July 9. | 37 July 7. | 39 | 39½ | −2 | American Steel & Wire | 12,000,000 | ........ | .. | 40¾ | 40½ | 39 | 39 | ... | 5,376 |
| 92¼ July 9. | 88½ July 20. | 89 | 90 | −1⅛ | American Steel & Wire preferred | 12,000,000 | ........ | .. | 89¾ | 89½ | 88½ | 88¼ | ... | 753 |
| 79½ May 9. | 76¾ May 9. | 76¼ | 77 | −1¼ | American Malting preferred | 12,540,000 | July 5, '98. | 1¾ | 78½ | 76½ | 76¾ | 76¾ | ... | 150 |
| 24¾ July 22. | 15½ March 25. | 23½ | 24½ | +3⅝ | American Cotton Oil | 20,237,100 | ........ | .. | 21⅝ | 24¾ | 21⅝ | 24¼ | 14⅝ | 10,180 |
| 78 July 22. | 68 March 14. | 77½ | 78½ | +3 | American Cotton Oil preferred | 10,198,600 | June 1, '98. | 3 | 75 | 78 | 74½ | 78 | 65½ | 4,368 |
| 140 July 20. | 117½ January 3. | 135 | 140 | +2 | American Express | 18,000,000 | July 1, '98. | $3 | 138 | 140 | 134 | 134 | 115 | 1,988 |
| 15⅜ June 5. | 6½ January 20. | 11¼ | 11⅝ | −1⅛ | American Spirits Manufacturing | 27,297,500 | ........ | .. | 12½ | 12½ | 11⅝ | 11⅝ | 13¾ | 7,985 |
| 40½ June 27. | 16 March 26. | 33 | 34 | −1 | American Spirits Manufacturing preferred | 6,951,880 | ........ | .. | 34 | 34 | 32½ | 33 | 31½ | 2,785 |
| 145⅝ June 6. | 107½ March 26. | 132⅝ | 132⅞ | +½ | American Sugar Refining Company | 36,968,000 | July 2, '98. | 3 | 131¾ | 133½ | 131¾ | 132⅝ | 144 | 56,400 |
| 119 January 6. | 108 March 25. | 113⅝ | 113⅞ | −⅛ | American Sugar Refining Co. preferred | 36,968,000 | July 2, '98. | 1¾ | 113¾ | 113¾ | 113½ | 113⅝ | 113 | 1,265 |
| *96 July 21. | *88 March 29. | 94½ | 95½ | .. | American Telegraph & Cable Company | 14,000,000 | June 1, '98. | 1¼ | 94½ | 95 | 94½ | 95 | 92 | 93 |
| 128 July 7. | 83¾ January 24. | 119½ | 119¾ | +⅞ | American Tobacco | 21,000,000 | May 1 '98. | 2 | 117¾ | 120 | 117¾ | 119¾ | 81½ | 22,535 |
| 15 February 8. | 11 April 21. | 10 | 12 | .. | Ann Arbor | 3,250,000 | ........ | .. | 11 | 11 | 11 | 11 | ... | 200 |
| 14¼ June 6. | 10⅝ April 21. | 13¼ | 13¾ | −¼ | Atchison, Topeka & Santa Fé | 102,000,000 | ........ | .. | 13⅝ | 13⅝ | 13¼ | 13¼ | 13⅝ | 4,819 |
| 35⅝ July 12. | 22⅞ March 12. | 34½ | 34⅝ | +½ | Atchison, Topeka & Santa Fé preferred | 120,686,000 | ........ | .. | 34½ | 34⅝ | 33⅞ | 34⅝ | 26½ | 35,819 |
| 21¼ June 17. | 12⅜ January 25. | 12⅝ | 13 | −⅞ | **Baltimore & Ohio** | 25,000,000 | Nov. 15, '94. | 2 | 13⅝ | 13⅝ | 12⅝ | 12⅝ | 10 | 9,536 |
| 5⅜ January 21. | 2⅝ March 21. | 3½ | 3¾ | +½ | Bay State Gas | 50,000,000 | ........ | .. | 3 | 3¾ | 3 | 3¾ | 13¼ | 7,400 |
| 57 July 5. | 35 March 12. | 54½ | 55 | +⅝ | Brooklyn Rapid Transit | 20,000,000 | ........ | .. | 54 | 55½ | 53¼ | 54⅝ | 34⅝ | 22,803 |
| 125 January 24. | 106 March 26. | 120 | 124 | .. | Brooklyn Union Gas | 15,000,000 | June 1, '98. | 3 | 119¾ | 120½ | 119¾ | 120 | 117 | 65 |
| 14 June 6. | 9 June 3. | 10¼ | 11½ | .. | Brunswick City | 4,269,800 | ........ | .. | 11 | 11 | 11 | 11 | ... | 40 |
| 57¾ February 5. | 44½ March 3. | 53 | 53⅝ | +⅝ | **Canada Southern** | 15,000,000 | May 1, '98. | 1 | 52⅝ | 53½ | 52½ | 53⅝ | 50⅝ | 730 |
| 90½ January 29. | 72 April 21. | 85⅝ | 86 | +1⅞ | Canadian Pacific | 65,000,000 | Apl. 1, '98. | 2½ | 84⅞ | 85¾ | 84⅞ | 85½ | 69⅝ | 1,200 |
| 15⅞ July 22. | 11 April 23. | 15½ | 16 | +1 | Central Pacific | 68,000,000 | July 1, '98. | ½ | 14½ | 15⅝ | 14½ | 15⅝ | 10 | 1,179 |
| 24½ February 1. | 17¼ March 26. | 22⅝ | 22½ | +⅛ | Chesapeake & Ohio | 60,533,400 | ........ | .. | 22⅝ | 22½ | 22½ | 22½ | 18⅝ | 2,945 |
| 107⅞ June 11. | 85⅝ March 26. | 105⅝ | 105⅞ | +½ | Chicago, Burlington & Quincy | 82,002,800 | June 15, '98. | 1¾ | 105⅝ | 105⅞ | 104½ | 105⅝ | 88⅝ | 26,738 |
| 60 June 1. | *48 April 25. | 55 | 59 | −1⅛ | Chicago & Eastern Illinois | 6,197,800 | July 1, '98. | 2½ | 54½ | 54½ | 54 | 54 | ... | 200 |
| 113½ February 1. | 102 January 7. | 107 | 109 | .. | Chicago & Eastern Illinois preferred | 4,830,700 | July 1, '98. | 1½ | 108½ | 108½ | 108½ | 108½ | ... | 100 |
| 16¾ February 8. | 9½ February 25. | 14½ | 14⅝ | +½ | Chicago Great Western | 21,200,145 | ........ | .. | 14 | 14⅝ | 13⅞ | 14⅝ | 9⅝ | 9,080 |
| 38½ July 23. | 28 March 15. | 38 | 39 | +5½ | Chicago Great Western preferred A | 11,160,000 | ........ | .. | 33½ | 38½ | 33½ | 38½ | ... | 3,380 |
| 26⅝ January 14. | 20 April 21. | 25 | 25⅝ | .. | Chicago Great Western preferred B | 7,444,190 | ........ | .. | 24⅝ | 25 | 24⅝ | 25 | ... | 300 |
| 10⅝ January 14. | *6⅝ April 4. | 9½ | 10 | .. | Chicago, Indianapolis & Louisville | 10,500,000 | ........ | .. | 9¼ | 9¼ | 9¼ | 9¼ | ... | 47 |
| 33½ January 28. | 23 April 16. | 29½ | 31 | .. | Chicago, Indianapolis & Louisville preferred | 3,883,750 | ........ | .. | 29 | 29 | 29 | 29 | ... | 6 |
| 102½ June 1. | 83½ April 21. | 99⅝ | 99¾ | +1¼ | Chicago, Milwaukee & St. Paul | 46,027,261 | Apl. 19, '98. | 2½ | 98½ | 99⅝ | 97⅞ | 99⅝ | 88½ | 43,060 |
| 152 July 15. | 140 April 25. | 151 | 151½ | −¼ | Chicago, Milwaukee & St. Paul preferred | 81,816,400 | Apl. 19, '98. | 3½ | 151¼ | 151¾ | 151¼ | 151¼ | 141 | 436 |
| 130½ February 11. | 113¼ March 12. | 129¼ | 129½ | +3 | Chicago & Northwestern | 39,087,383 | July 6, '98. | 2½ | 126⅝ | 129½ | 126 | 129½ | 117⅝ | 7,065 |
| *176 March 2. | 163 January 3. | 172½ | 175 | +¼ | Chicago & Northwestern preferred | 22,367,600 | July 6, '98. | 1¾ | 172½ | 172½ | 172½ | 172½ | 164⅝ | 182 |
| 106⅜ June 1. | 80 March 25. | 96½ | 96¾ | +⅝ | Chicago, Rock Island & Pacific | 50,000,000 | May 1, '98. | 1 | 95½ | 96¾ | 95 | 96½ | 82¼ | 11,371 |
| 9⅝ March 3. | 4½ January 3. | 7½ | 8½ | −⅝ | Chicago Terminal & Transfer | 13,000,000 | ........ | .. | 7⅝ | 7⅝ | 7⅝ | 7⅝ | ... | 100 |
| 33 February 5. | 22½ January 3. | 29 | 30 | .. | Chicago Terminal & Transfer preferred | 17,000,000 | ........ | .. | 29 | 29 | 29 | 29 | ... | 165 |
| 44¼ June 17. | 25 March 12. | 41⅝ | 42 | +1 | Cleveland, Cin., Chi., and St. Louis | 28,000,000 | Aug., '98. | 1½ | 40⅞ | 41¾ | 40⅞ | 41⅝ | 28½ | 2,114 |
| 19¼ January 12. | 11¼ March 26. | 14¼ | 14½ | .. | Cleveland, Lorain & Wheeling | 8,000,000 | ........ | .. | 14½ | 14½ | 14 | 14⅝ | ... | 2,100 |
| 26⅝ January 11. | 17 March 12. | 20 | 21 | .. | Colorado Fuel & Iron | 9,250,000 | ........ | .. | 20½ | 20½ | 20 | 20 | 18⅝ | 815 |
| 8⅝ February 10. | 5 March 18. | 5½ | 6 | .. | Columbus, Hocking Valley & Toledo | 11,696,300 | ........ | .. | 5½ | 5½ | 5½ | 5½ | 3⅝ | 100 |
| 27½ February 10. | 17 January 17. | 21½ | 24 | .. | Columbus, Hocking Valley & Toledo pf. | 2,500,000 | Jan. 2, '97. | 2½ | 22 | 22 | 22 | 22 | 20 | 100 |
| 205½ June 9. | 167 March 26. | 195 | 196 | +1 | Consolidated Gas | 36,730,000 | June 15, '98. | 2 | 196 | 196¾ | 195½ | 196 | 169½ | 1,810 |
| 42½ July 21. | 27¼ March 25. | 41 | 41⅝ | +4 | Consolidated Ice | 6,500,000 | May 17, '98. | 1 | 37⅝ | 42½ | 37½ | 41½ | 40⅝ | 5,990 |
| 91 February 15. | 81 March 21. | 91 | 92 | .. | Consolidated Ice preferred | 8,500,000 | July 15, '98. | 1½ | 90 | 90 | 90 | 90 | 89 | 360 |
| 114½ February 3. | 103 July 16. | 105 | 106 | +1½ | **Delaware & Hudson** | 35,000,000 | June 15, '98. | 1¼ | 105 | 105 | 104½ | 105 | 115 | 1,624 |
| 159 February 3. | 144¼ April 21. | 150 | 154 | .. | Delaware, Lackawanna & Western | 26,200,000 | July 20, '98. | 1¾ | 153 | 153 | 152 | 152 | 157⅝ | 456 |
| 13 January 12. | 10 April 16. | 12 | 13 | .. | Denver & Rio Grande | 38,000,000 | ........ | .. | 12 | 12 | 12 | 12 | 11½ | 100 |
| 52⅝ February 10. | 40 April 21. | 49⅞ | 50¼ | +1 | Denver & Rio Grande preferred | 23,650,000 | July 15, '98. | 1½ | 48½ | 50¼ | 48½ | 50 | 44⅝ | 2,274 |
| 20 June 10. | 8⅞ April 21. | 15½ | 16⅝ | −¼ | Des Moines & Foft Dodge | 4,283,100 | ........ | .. | 15⅞ | 15⅞ | 15⅞ | 15⅞ | 13 | 200 |
| 64⅝ July 8. | 45 April 20. | 56 | 60 | −2⅞ | Detroit Gas | 1,645,700 | ........ | .. | 60 | 60¼ | 57½ | 57½ | 29 | 1,200 |
| 66 March 11. | †57 July 23. | ... | 60 | .. | **Eastern Elevator** | 12,000,000 | ........ | .. | 57 | 57 | 57 | 57 | ... | 100 |
| *135¼ July 7. | *115 April 22. | 128 | 131 | .. | Edison Electric Illuminating of N. Y. | 9,052,400 | May 1, '98. | 1½ | 133½ | 134 | 131½ | 131½ | 120 | 309 |
| 122½ July 18. | *102½ April 1. | ... | ... | .. | Edison Electric Illuminating of Brooklyn | 4,000,000 | July 15, '98. | 1½ | 122½ | 122½ | 122½ | 122½ | 107 | 100 |
| 16¾ February 1. | 11 April 21. | 12⅝ | 13½ | −⅝ | Erie | 112,232,700 | ........ | .. | 13 | 13 | 13 | 13 | 15¼ | 110 |
| 43⅝ February 11. | 29¼ April 22. | 34⅝ | 34½ | −⅛ | Erie first preferred | 42,844,000 | ........ | .. | 34 | 34⅝ | 33⅞ | 34⅝ | 36⅝ | 2,361 |
| 26 May 11. | *20 February 17. | 25½ | 26 | −½ | Evansville & Terre Haute | 4,000,000 | Aug., '98. | 7½ | 25½ | 25½ | 25½ | 25½ | ... | 100 |
| 28 March 15. | 19¾ January 24. | ... | ... | .. | **Fort Worth & Denver City** | 2,555,600 | Mch. 15, '98. | 2 | 24 | 24 | 24 | 24 | ... | 178 |
| 40½ July 6. | 29¼ March 12. | 39⅛ | 39½ | +⅞ | **General Electric** | 30,460,000 | ........ | .. | 38½ | 39⅝ | 38¼ | 39¼ | 33½ | 3,975 |
| 180 June 30. | 120 July 1. | 126 | 127 | .. | Great Northern preferred | 25,000,000 | May 1, '98. | 1½ | 126¼ | 127⅝ | 126¼ | 127 | 128 | 2,200 |
| *350 July 19. | *320 January 5. | ... | ... | .. | **Harlem** | 8,638,650 | July 1, '98. | 2 | 350 | 350 | 345 | 345 | ... | 160 |
| 36¼ February 15. | 15⅜ April 22. | 23½ | 24 | +1 | Hawaiian Sugar | 10,000,000 | ........ | .. | 21 | 23¾ | 21 | 23½ | ... | 970 |
| *53½ July 21. | 43 April 2. | 52 | ... | .. | Homestake | 12,500,000 | June 25, '98. | 50c. | 53½ | 53½ | 53½ | 53½ | 35 | 50 |
| 111½ July 12. | 96 April 21. | 108 | 108¼ | −1 | **Illinois Central** | 52,500,000 | Mch. 15, '98. | 2½ | 108½ | 108⅞ | 107¼ | 108 | 100¼ | 3,015 |
| 97 July 22. | *94 February 2. | 95 | 100 | .. | Illinois Central, leased line | 10,000,000 | July, '98. | 2 | 97 | 97 | 97 | 97 | 96 | 100 |
| 60 June 1. | 44½ April 15. | 56 | 57 | −¾ | Illinois Steel Company | 18,650,600 | July, '96. | 1½ | 58 | 58 | 57½ | 57½ | 35 | 327 |
| 10 June 11. | 7¼ March 18 | 9¾ | 9½ | .. | Iowa Central | 8,480,600 | ........ | .. | 9¼ | 9¼ | 9¼ | 9¼ | 7⅜ | 160 |
| 35¼ June 11. | 25 April 25. | 31½ | 32½ | −¾ | Iowa Central preferred | 5,671,600 | Apl., '98. | 1 | 31¾ | 31¾ | 31¾ | 31¾ | 28½ | 200 |
| 5½ June 11. | *2½ January 26. | 4 | 5 | −¼ | **Keokuk & Des Moines** | 2,600,000 | ........ | .. | 4 | 4 | 4 | 4 | ... | 100 |
| 52 June 3. | 37½ March 25. | 50⅜ | 51 | .. | **Laclede Gas** | 7,500,000 | Feb. 15, '98. | 1½ | 50¼ | 51 | 50 | 50½ | 30⅝ | 2,540 |
| 18⅝ February 1. | 12½ March 14. | 13½ | 15 | .. | Lake Erie & Western | 11,840,000 | ........ | .. | 13⅝ | 14½ | 13⅝ | 14½ | 15¼ | 30 |
| 76¼ February 8. | 66 March 14. | 70 | 71¼ | +1½ | Lake Erie & Western preferred | 11,840,000 | May 16, '98. | 1¼ | 70½ | 71 | 70½ | 71 | 68 | 855 |
| 194⅜ January 29. | 170 January 4. | 188 | 193 | .. | Lake Shore | 49,466,500 | Feb. 15, '98. | 3 | 190 | 190 | 190 | 190 | 171 | 50 |
| 51 June 1. | 40 January 20. | 48 | 52 | .. | Long Island | 12,000,000 | Nov. 2, '96. | 1 | 49 | 49 | 49 | 49 | ... | 36 |
| 60½ January 31. | 44 April 21. | 53⅜ | 53½ | +⅝ | Louisville & Nashville | 52,800,000 | Aug., '98. | 2 | 52⅝ | 53½ | 51⅞ | 53⅜ | 54½ | 14,675 |
| 120¼ January 14. | 91 March 26. | 105¼ | 105⅜ | +⅛ | **Manhattan Consolidated** | 30,000,000 | July 1, '98. | 1 | 105¼ | 106 | 104½ | 105⅝ | 92½ | 24,814 |
| 171½ January 14. | 125¼ March 26. | 151 | 151⅜ | −1¼ | Metropolitan Street Railway | 30,000,000 | July 15, '98. | 1¼ | 151 | 152 | 146⅞ | 151⅜ | ... | 42,700 |
| 114⅞ February 8. | 99½ March 12. | 106¼ | 107 | +1½ | Michigan Central | 18,738,000 | Feb. 1, '98. | 2 | 106 | 106½ | 106 | 106½ | 101 | 613 |
| 91 June 27. | *80 April 11. | 88½ | 90 | .. | Minneapolis & St. Louis first preferred | 2,500,000 | July 15, '98. | 2½ | 89⅝ | 89⅝ | 89⅝ | 89⅝ | 84 | 15 |
| 63 June 8. | 46 March 26. | 58 | 60 | .. | Minneapolis & St. Louis second preferred | 4,000,000 | July 15, '98. | 2 | 58 | 58 | 58 | 58 | 54⅝ | 110 |
| 76½ June 29. | 57 January 20. | 71 | 73 | −1 | Minnesota Iron | 16,500,000 | July 15, '98. | 1½ | 72 | 72 | 72 | 72 | 58 | 140 |
| 14¼ January 26. | 10 April 13. | 10⅝ | 11¼ | −½ | Missouri, Kansas & Texas | 52,450,000 | ........ | .. | 11 | 11 | 11 | 11 | 14⅝ | 100 |
| 41 January 28. | 28⅜ March 12. | 33⅜ | 34¼ | .. | Missouri, Kansas & Texas preferred | 13,000,000 | ........ | .. | 34 | 35 | 33⅝ | 34 | 35 | 1,700 |
| 36⅞ July 12. | 22 March 12. | 34⅞ | 35⅛ | +¼ | Missouri Pacific | 47,507,000 | July 1, '91. | 1 | 35 | 35¼ | 34½ | 35⅛ | 24½ | 8,495 |
| 175 January 14. | *167½ January 4. | 170 | 172 | .. | Morris & Essex | 15,000,000 | July, '98. | 3½ | 171½ | 171½ | 171½ | 171½ | 168 | 192 |
| 37⅞ January 7. | 26¼ March 26. | 35 | 35½ | +2¼ | **National Lead Company** | 14,905,400 | Feb. 15, '98. | 1 | 33¾ | 37 | 33¾ | 35½ | 34⅞ | 14,848 |
| 110 July 21. | 99 April 22. | 109½ | 110 | +2 | National Lead Company preferred | 14,904,000 | June 15, '98. | 1¾ | 108 | 110 | 108 | 109½ | 103⅜ | 614 |
| 21⅞ May 23. | 12½ July 15. | 14 | 15 | +2 | National Linseed Oil | 18,000,000 | Sept. 15, '95. | 1 | 13⅛ | 15 | 13⅛ | 15 | 15 | 710 |
| 98½ January 8. | 86½ March 26. | 88¼ | 88½ | .. | New Jersey Central | 22,497,000 | May 2, '98. | 1 | 88½ | 90 | 87 | 88¼ | 89 | 8,895 |
| 51 June 3. | 14 April 5. | 47 | 48 | +2⅞ | New York Air Brake | 5,000,000 | 1896. | 6 | 46 | 49½ | 46 | 48⅜ | ... | 2,330 |
| 119¾ January 28. | 105 March 26. | 118⅛ | 118¼ | +1⅛ | New York Central | 100,000,000 | July 15, '98. | 1 | 117¼ | 118¼ | 116¾ | 118¼ | 102 | 9,109 |
| 195½ February 2. | *182 March 26. | 188 | 191 | .. | New York, New Haven & Hartford | 49,372,900 | June 30, '98. | 2 | 188¼ | 188¼ | 188 | 188 | 174 | 14 |
| 17 February 7. | 11½ April 21. | 14 | 15 | .. | Norfolk & Western | 54,421,200 | ........ | .. | 14 | 14 | 14 | 14 | 10½ | 200 |
| 56¼ February 7. | 42½ March 12 | 51 | 52 | +¼ | Norfolk & Western preferred | 22,928,650 | Feb. 23, '98. | 1 | 51¼ | 51¼ | 51¼ | 51¼ | 29¼ | 178 |
| 7⅛ July 7. | 4¼ January 15. | 6⅛ | 7 | +¼ | North American | 39,733,100 | ........ | .. | 6⅝ | 6¾ | 6½ | 6¾ | 4½ | 1,530 |
| 31⅛ June 6. | 19 February 24. | 29⅜ | 29⅞ | +1⅛ | Northern Pacific | 79,800,000 | ........ | .. | 28½ | 30 | 28⅜ | 29⅞ | 14 | 20,224 |
| 71⅜ July 23. | 56⅞ March 12. | 71½ | 71¼ | +1¾ | Northern Pacific preferred | 75,000,000 | June 3, '98. | 1 | 69½ | 71⅜ | 69¼ | 71¼ | 42¼ | 23,262 |
| 18⅝ February 2. | 13⅜ April 25. | 14⅞ | 15 | −⅛ | **Ontario & Western** | 58,113,982 | ........ | .. | 14½ | 14½ | 14½ | 14½ | 16¼ | 163 |
| 33⅝ February 17. | 19⅜ January 3. | 28 | 30 | .. | Oregon Short Line | 27,435,700 | ........ | .. | 28 | 29 | 28 | 29 | 17⅝ | 20 |
| 36⅝ July 21. | 34½ July 20. | 36½ | 37½ | +2 | **Pacific Coast** | 6,809,600 | ........ | .. | 34½ | 36⅜ | 34½ | 36⅜ | ... | 1,061 |
| 91 June 28. | *84 July 22. | 84 | 89 | .. | Pacific Coast first preferred | 20,000,000 | July 20, '98. | 5 | 85½ | 85½ | 84 | 84 | ... | 36 |
| *60½ June 27. | 57 July 20. | 56 | 59 | .. | Pacific Coast second preferred | 3,914,400 | July 20, '98. | 1 | 57 | 57 | 57 | 57 | ... | 713 |
| 32⅝ February 4. | 21 April 21. | 28½ | 29 | +⅛ | Pacific Mail | 20,000,000 | June 2, '98. | 1 | 28½ | 28⅞ | 28 | 28⅜ | 31 | 1,700 |
| 120⅝ February 7. | 110⅝ March 12. | 117 | 117⅜ | −½ | Pennsylvania Railroad | 129,303,250 | May 31, '98. | 2½ | 116½ | 116½ | 116¼ | 116¼ | ... | 583 |
| 104¼ May 31. | 86¼ March 26. | 98⅝ | 98¾ | +⅞ | People's Gas, Chicago | 25,000,000 | May 25, '98. | 1½ | 98 | 98⅞ | 97½ | 98⅜ | 98½ | 11,810 |
| 2¼ May 23. | ⅞ January 7. | 1 | 1¼ | .. | Peoria, Decatur & Evansville | 8,400,000 | ........ | .. | 1⅜ | 1⅜ | 1¼ | 1¼ | 1⅜ | 255 |
| 47½ May 2. | 38⅞ January 5. | 42½ | 44⅛ | −¾ | Pittsburg, Cin., Chi. & St. Louis | 24,347,100 | ........ | .. | 43⅛ | 43¼ | 42⅝ | 43 | 14½ | 1,076 |
| 71 February 7. | 57 March 23. | 60 | 65 | .. | Pittsburg, Cin., Chi. & St. Louis preferred | 22,649,200 | Jan. 27, '96. | 2 | 63 | 63 | 63 | 63 | 54 | 133 |
| 7 June 17. | 5⅜ June 11. | 6 | 8 | .. | Pittsburg & Western preferred | 5,000,000 | ........ | .. | 6½ | 6¾ | 6½ | 6½ | ... | 422 |
| 216 July 5. | 165 March 12. | 209 | 210 | −⅛ | Pullman Palace Car Company | 36,000,000 | May 16, '98. | 2 | 209 | 209½ | 207 | 209 | 171 | 2,352 |
| 23⅝ January 6. | 15½ March 25. | 16⅜ | 17 | +⅞ | **Reading** | 69,900,000 | ........ | .. | 16¼ | 17⅛ | 16 | 17 | 23⅝ | 8,990 |
| 54⅛ February 3. | 36 March 12. | 39⅛ | 39½ | +⅛ | Reading first preferred | 28,000,000 | ........ | .. | 38⅜ | 39⅜ | 38¼ | 39⅛ | 50¼ | 22,647 |
| 29 January 6. | 18⅞ March 26. | 19⅝ | 20 | +⅜ | Reading second preferred | 42,000,000 | ........ | .. | 20 | 20 | 19⅛ | 19⅞ | 28½ | 2,400 |
| 29½ July 19. | *21½ January 11. | 26½ | 29½ | .. | Rio Grande Western | 10,000,000 | ........ | .. | 29½ | 29½ | 29½ | 29½ | 23 | 100 |
| 68 June 23. | 50¼ March 15. | 65 | 68 | .. | Rio Grande Western preferred | 6,500,000 | May 1, '98. | ⅝ | 66½ | 66½ | 66¼ | 66¼ | 50 | 225 |
| 8¾ February 11. | 5½ March 7. | 7 | 7¼ | .. | **St. Joseph & Grand Island** | 4,600,000 | ........ | .. | 7 | 7 | 7 | 7 | 4⅜ | 212 |
| 63 June 11. | 45 February 24. | 58 | 60 | .. | St. Joseph & Grand Island first preferred | 5,491,000 | July 15, '98. | 2½ | 60 | 60 | 60 | 60 | 39½ | 10 |
| 8⅜ June 3. | 6 March 26. | 7¼ | 7½ | −¼ | St. Louis & San Francisco | 26,443,980 | ........ | .. | 7½ | 7½ | 7¼ | 7¼ | 5⅝ | 620 |
| 65⅝ June 6. | 52½ March 12. | 61 | 62 | .. | St. Louis & San Francisco first preferred | 5,000,000 | July 6, '98. | 2 | 61 | 61 | 61 | 61 | 48 | 6 |
| 32⅝ June 1. | 22½ February 24. | 28⅛ | 28½ | −½ | St. Louis & San Francisco second preferred | 14,335,700 | July 6, '98. | 1 | 28⅛ | 28½ | 27¾ | 28 | 17¼ | 2,321 |
| 5¾ June 17. | 3⅜ January 24. | 5 | 5½ | .. | St. Louis Southwestern | 16,500,000 | ........ | .. | 5¼ | 5¼ | 5¼ | 5¼ | 4½ | 50 |
| 12⅝ June 7. | 7⅝ March 12. | 10½ | 11 | −1 | St. Louis Southwestern preferred | 20,000,000 | ........ | .. | 10⅞ | 10⅞ | 10½ | 10½ | 11⅛ | 724 |
| *88 February 15. | 78 April 2. | 79 | 84 | .. | St. Paul & Duluth preferred | 4,793,123 | Mch. 1, '98. | 2½ | 80 | 80 | 80 | 80 | ... | 300 |
| 156 July 12. | *121½ January 6. | 154 | 156 | −1½ | St. Paul, Minneapolis & Manitoba | 20,000,000 | May 1, '98. | 1½ | 154 | 154½ | 154 | 154½ | ... | 1,068 |
| 85¼ July 11. | 65 March 12. | 82⅞ | 83 | +1⅝ | St. Paul & Omaha | 21,403,293 | Feb. 21, '98. | 2 | 81¼ | 82⅝ | 81¼ | 82⅝ | 65⅞ | 2,180 |
| 22 January 22. | 12 April 13. | 19⅝ | 20 | .. | Southern Pacific | 108,232,270 | ........ | .. | 20 | 20⅛ | 19⅞ | 20 | 16¼ | 1,300 |
| 9⅝ February 10. | 7 April 21. | 8½ | 8⅝ | −⅛ | Southern Railway | 119,900,000 | ........ | .. | 8½ | 8½ | 8¼ | 8⅝ | 9⅝ | 1,439 |
| 33¼ February 11. | 23⅝ March 26. | 30⅞ | 31 | +¾ | Southern Railway preferred | 57,290,400 | Jan. 20, '98. | 1 | 30¼ | 31⅛ | 29⅞ | 31 | 30½ | 7,233 |
| 7 May 23. | 3¼ January 3. | 6 | 6¼ | +⅛ | Standard Rope & Twine | 12,000,000 | ........ | .. | 6 | 6¼ | 5⅝ | 6⅛ | 6½ | 600 |
| 28¼ January 11. | 17 March 12. | 24⅝ | 25 | +⅝ | **Tennessee Coal & Iron** | 20,000,000 | Jan., '87. | 1 | 24½ | 25 | 24½ | 25 | 24⅝ | 1,810 |
| 13⅛ July 14. | 8⅞ March 12. | 12⅝ | 12¾ | +⅛ | Texas Pacific | 38,706,700 | ........ | .. | 12½ | 12¾ | 12½ | 12⅝ | 12⅛ | 1,258 |
| 25⅞ June 6. | 16⅛ March 25. | 24⅛ | 24¼ | +⅝ | **Union Pacific** | 61,000,000 | ........ | .. | 23⅝ | 24¼ | 23⅝ | 24⅛ | ... | 2,640 |
| 63⅝ February 2. | 45⅞ March 12. | 60⅝ | 60¾ | +⅜ | Union Pacific preferred | 75,000,000 | ........ | .. | 60⅛ | 60⅞ | 59⅝ | 60⅝ | ... | 17,278 |
| 10¼ February 18. | 5⅜ April 21. | 5⅛ | 5⅝ | −1¼ | Union Pacific, Denver & Gulf trust receipts | 27,894,900 | ........ | .. | 6⅜ | 7⅛ | 5⅜ | 5½ | ... | 22,485 |
| 8⅞ May 24. | 5¼ April 25. | 7¼ | 7½ | +¼ | United States Leather | 61,509,900 | ........ | .. | 7⅛ | 7¾ | 7⅛ | 7½ | 7¾ | 4,164 |
| 69¼ May 25. | 53¾ March 26. | 68½ | 68¾ | +1⅝ | United States Leather preferred | 60,909,900 | July 1, '98. | 1½ | 66¼ | 69 | 66⅜ | 68½ | 63 | 43,294 |
| 32⅝ July 22. | 14¼ March 12. | 31⅜ | 31⅞ | +3¼ | United States Rubber | 20,166,600 | Feb. 15, '97. | 2 | 29 | 32⅝ | 28½ | 31⅜ | 10⅛ | 39,605 |
| 92⅝ July 13. | 60 March 12. | 90⅝ | 91¼ | +1⅝ | United States Rubber preferred | 19,400,500 | May 20, '98. | 2 | 89½ | 91⅞ | 88½ | 90⅝ | 50 | 7,769 |
| 7⅝ January 12. | 6¼ March 25. | 7 | 7⅝ | .. | **Wabash** | 28,000,000 | ........ | .. | 7⅜ | 7⅜ | 7⅜ | 7⅜ | 6¼ | 10 |
| 20⅜ May 9. | 14¼ March 7. | 18⅜ | 19 | .. | Wabash preferred | 24,000,000 | ........ | .. | 18⅜ | 18⅞ | 18½ | 18⅜ | 15⅝ | 500 |
| 102⅝ January 8. | 87¼ April 25 | ... | 92⅞ | +⅞ | West Chicago Street | 13,189,000 | May 16, '98. | 1½ | 92⅞ | 92⅞ | 92⅞ | 92⅞ | ... | 1,800 |
| 95 June 24. | 82¼ March 26. | 92⅜ | 92½ | +¼ | Western Union Telegraph | 97,370,000 | July 15, '98. | 1¼ | 92 | 92⅝ | 91½ | 92½ | 85⅝ | 5,254 |
| 3⅜ January 11. | ⅝ July 22. | ⅞ | 1 | −¼ | Wheeling & Lake Erie, $1 assessment paid | 10,894,800 | ........ | .. | 1 | 1⅛ | ⅞ | 1 | ... | 6,460 |
| 16 January 12. | 8 July 9. | 8 | 8½ | −⅝ | Wheeling & Lake Erie pf., $1 ass't paid | 3,316,000 | May 15, '94. | 2 | 8 | 8⅝ | 8 | 8⅛ | ... | 1,597 |

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †Sale buyer 10 days.

# Bond Transactions New York Stock Exchange Week Ending July 23, 1898.

| BONDS. | Week Ending July 23, 1898. | | | | |
|---|---|---|---|---|---|
| **Sales Week Ending July 23.$18,538,500** | First | High. | Low. | Last. | Sales. |
| **Adams Express 4s** | 99¼ | 99½ | 99¼ | 99½ | 20 |
| Akron & Chicago Junction 1st 5s, coupon off | 100 | 100½ | 100 | 100½ | 61 |
| Albany & Susquehanna consol. 7s | 123¼ | 123½ | 123¼ | 123½ | 1 |
| American Spirits Manufacturing 6s | 83⅞ | 83⅞ | 83⅞ | 83⅞ | 1 |
| American Tobacco scrip | 94 | 94⅞ | 94 | 94⅞ | 3 |
| Ann Arbor 1st 4s | 85 | 85¼ | 85 | 85¼ | 2 |
| Atchison, Colorado & Pacific 1st 6s, tr. r. | 70 | 70 | 70 | 70 | 3 |
| Atchison, Topeka & Santa Fé gen. 4s | 94½ | 95⅛ | 94¼ | 95⅛ | 905½ |
| Atchison, T. & S. F. adjustment 4s | 70½ | 70⅞ | 69⅝ | 70⅞ | 909 |
| Atlantic & Danville 1st 5s | 97⅞ | 98 | 97⅞ | 98 | 10 |
| **B. & O. 1st 6s, Parkersburg Branch** | 110½ | 112⅞ | 110½ | 112⅞ | 117 |
| Baltimore Belt 1st 5s | 99½ | 99½ | 99½ | 99½ | 8 |
| Baltimore & Ohio 5s, 1885-1925 | 113½ | 114½ | 113½ | 114½ | 16 |
| Baltimore & Ohio 5s, 1885-1925, reg. | 113¼ | 113¼ | 113¼ | 113¼ | 1 |
| Baltimore & Ohio 5s, 1885-1925, certfs. | 108⅞ | 110½ | 108⅞ | 110½ | 83 |
| Baltimore & Ohio 5s, 1885-1925, certfs., reg. | 108½ | 110½ | 108½ | 110½ | 25 |
| Baltimore & Ohio 5s, 1988 | 112⅞ | 114½ | 112⅞ | 114½ | 855 |
| Baltimore & Ohio 5s, 1988, reg. | 112½ | 113⅝ | 112½ | 113⅝ | 21 |
| Baltimore & Ohio 5s, 1988, certfs. | 112⅞ | 114 | 112⅞ | 114 | 42 |
| Baltimore & Ohio 5s, 1988, certfs., reg. | 113⅝ | 113⅞ | 113⅝ | 113⅞ | 39 |
| Brooklyn Elevated 1st 6s, trust receipts | 92 | 92½ | 91½ | 92½ | 27 |
| Broadway & 7th Avenue consol. 5s | 120 | 120 | 120 | 120 | 8 |
| Brooklyn Rapid Transit 5s | 103¼ | 103¼ | 103⅛ | 103⅛ | 6 |
| Brooklyn Union Gas 5s | 114½ | 115 | 114½ | 114½ | 17 |
| Brooklyn Wharf & Warehouse 5s | 95 | 96 | 95 | 96 | 7 |
| Burlington, Cedar Rapids & Northern 1st 5s | 106⅜ | 106⅝ | 106½ | 106½ | 4 |
| Bur., Cedar Rapids & Nor. 1st col. tr. 5s | 107 | 107 | 107 | 107 | 6 |
| **Canada Southern 1st 5s** | 108½ | 109 | 108½ | 109 | 4 |
| Canada Southern 2d 5s | 109⅝ | 109⅝ | 109⅝ | 109⅝ | 18 |
| Central of Georgia consol. 5s | 88⅝ | 88⅝ | 88 | 88 | 27 |
| Central of Georgia 1st preference income 5s | 38⅝ | 39¼ | 38⅝ | 39¼ | 41 |
| Central of Georgia 2d preference income 5s | 12½ | 13 | 12½ | 13 | 6 |
| Central of New Jersey consolidated 7s, 1899 | 103 | 103 | 103 | 103 | 2 |
| Central of New Jersey debenture 6s | 110½ | 110½ | 110 | 110 | 12 |
| Central of New Jersey general 5s | 112 | 112½ | 112 | 112½ | 9 |
| Central of New Jersey gen. 5s, registered | 110 | 110 | 109⅝ | 109⅝ | 11½ |
| Chesapeake & Ohio 4½s | 84 | 84¼ | 83⅝ | 84 | 152 |
| Ches. & Ohio, Rich. & Alle. 1st consol. 4s | 103½ | 103½ | 103½ | 103½ | 3 |
| Chesapeake & Ohio consolidated 5s | 114½ | 114½ | 114½ | 114½ | 87 |
| Chicago, Burlington & Northern 5s | 109½ | 109½ | 109½ | 109½ | 8 |
| Chi., Bur. & Quincy sinking fund 5s | 104⅝ | 104⅝ | 104⅝ | 104⅝ | 5 |
| Chicago, Burlington & Quincy conv. 5s | 112½ | 112½ | 112⅛ | 112⅛ | 6 |
| Chicago, Burlington & Quincy, Iowa Div. 4s | 101½ | 101½ | 101½ | 101½ | 8 |
| Chicago, Burlington & Quincy, Neb. ext. 4s | 99⅝ | 99⅞ | 99½ | 99⅞ | 68 |
| Chicago, Burlington & Quincy consol. 7s | 115 | 115 | 115 | 115 | 10 |
| Chicago & Eastern Illinois general 5s | 105 | 108 | 105 | 108 | 7 |
| Chicago & Erie 1st 5s | 112 | 112 | 112 | 112 | 1 |
| Chicago, Ind. & Louis. ref. 6s | 103 | 103 | 103 | 103 | 5 |
| Chi., St. P., Minn. & Omaha consol. 6s | 135½ | 136½ | 135½ | 136½ | 7 |
| Chicago Terminal Transfer 4s | 86¼ | 86¼ | 86⅛ | 86⅛ | 17 |
| C., C., C. & St. L., St. Louis Div. 4s | 95⅝ | 95⅝ | 95⅝ | 95⅝ | 6 |
| Cleve., Cin., Chi. & Ind. consol. 7s | 134 | 134 | 134 | 134 | 2 |
| Colorado Midland 2-4s | 57 | 57 | 56 | 56 | 10 |
| Col., Hocking Valley & Tol. 5s, $65 paid | 78 | 78 | 78 | 78 | 7 |
| Columbus & Ninth Avenue 1st 5s | 120½ | 120½ | 120½ | 120½ | 10 |
| Consumers' Gas, Chicago, 1st 5s | 104 | 104 | 104 | 104 | 1 |
| **Denver & Rio Grande Imp. 5s** | 91⅝ | 94¼ | 91⅝ | 94¼ | 26 |
| Denver & Rio Grande 1st 7s | 108 | 109 | 108 | 109 | 3 |
| Denver & Rio Grande 4s | 94¼ | 95 | 94 | 95 | 84 |
| Detroit City Gas 5s | 92¼ | 92⅝ | 91⅝ | 92⅝ | 152 |
| Detroit, Mac. & Mar. long grant 3½s | 16⅝ | 17⅝ | 16⅝ | 17⅝ | 85 |
| **East Tenn., Va. & Ga. con. 5s** | 110 | 110¼ | 110 | 110¼ | 39 |
| East Tennessee reorganization lien 4-5s | 99 | 99 | 99 | 99 | 3 |
| East Tenn., Va. & Ga. 1st 7s | 105⅝ | 105⅝ | 105⅝ | 105⅝ | 108 |
| Elizabeth, Lexington & Big Sandy 5s | 103 | 103 | 103 | 103 | 5 |
| Equitable Gas & Fuel, Chicago, 1st 6s | 102½ | 102½ | 102½ | 102½ | 5 |
| Erie prior lien 4s | 91½ | 91⅝ | 91 | 91⅝ | 77 |
| Erie general lien 3-4s | 73 | 73¼ | 72½ | 73¼ | 84 |
| Erie 1st consolidated 7s | 143 | 143 | 143 | 143 | 1 |
| Evansville & Terre Haute 1st 6s | 114 | 114 | 114 | 114 | 3 |
| Evansville & Terre Haute gen. 5s | 84 | 84 | 84 | 84 | 3 |
| **Flint & Pere Marquette 6s** | 116 | 116 | 116 | 116 | 5 |
| Flint & P. M., Port Huron Division 5s | 91 | 91 | 91 | 91 | 3 |
| Fort Worth & Denver City 1st 4-6s | 74⅜ | 74⅜ | 73½ | 73½ | 44 |
| Fort Worth & Rio Grande 1st 3-4s | 58½ | 59½ | 58½ | 59½ | 53 |
| **Gal., Har. & San An., Mex. & Pac. 5s** | 95½ | 95½ | 95¼ | 95½ | 25 |
| Galveston, Harrisburg & San An. 2d 7s | 105 | 105 | 105 | 105 | 5 |
| General Electric debenture 5s | 104¼ | 105 | 104¼ | 105 | 3 |
| Georgia & Alabama 1st 5s | 88 | 88 | 88 | 88 | 7 |
| Green Bay & Western debenture, A | 42 | 44⅜ | 42 | 44⅜ | 11 |
| **Houston & Texas Central gen. 4s** | 81 | 81⅞ | 81 | 81⅞ | 81 |
| Houston, East. & West. Texas 5s | 91 | 92 | 91 | 92 | 50 |
| **Illinois Central 4s, 1953** | 101⅜ | 101⅜ | 101⅜ | 101⅜ | 31 |
| International & Great Northern 1st 6s | 120 | 120 | 120 | 120 | 4 |
| International & Great Northern 2d 5s | 86 | 86 | 86 | 86 | 10 |
| Iowa Central 1st 5s | 101⅜ | 102 | 101⅜ | 102 | 22 |
| **Kanawha & Michigan 4s** | 78 | 78 | 78 | 78 | 2 |
| Kansas City, Pittsburg & Gulf 1st 5s | 73 | 73 | 72⅜ | 73 | 27 |
| Kansas City & Pacific 1st 4s | 74 | 74 | 74 | 74 | 5 |
| Kansas & Texas 1st 4s | 89⅝ | 90 | 89⅝ | 89⅞ | 73 |
| Kansas & Texas 2d g. 4s | 65½ | 65⅝ | 65½ | 65⅝ | 123½ |
| Kansas & Texas of Texas 5s | 82½ | 82½ | 82½ | 82½ | 5 |
| Kentucky Central 1st 4s | 90 | 90 | 90 | 90 | 2 |
| Kings County Elevated 1st 5s | 56 | 57 | 56 | 57 | 2 |
| Knoxville & Ohio 1st 6s | 115 | 115 | 115 | 115 | 3 |
| **Laclede Gas Light of St. Louis 1st 5s** | 105 | 105¼ | 105 | 105¼ | 12 |
| Lake Erie & Western 2d 5s | 100½ | 100½ | 100¼ | 100½ | 13 |
| Lake Shore 3½s | 104½ | 104½ | 104½ | 104½ | 4 |
| Lake Shore 1st consol. 7s, registered | 105½ | 105½ | 105½ | 105½ | 4 |
| Lehigh & Wilkesbarre 5s | 91 | 91 | 91 | 91 | 1 |
| Louisiana & missouri River 2d 7s | 107 | 107 | 107 | 107 | 1 |
| Louis. & Nash., So. & Nor. Ala. 5s | 100⅜ | 100⅜ | 100⅜ | 100⅜ | 6 |
| Louisville & Nashville unified gold 4s | 88⅝ | 88¼ | 88 | 88¼ | 31 |
| Louis. & Nash., Nashville & Decatur 1st 7s | 105 | 105 | 105 | 105 | 4 |
| Louisville & Nashville general 6s | 117 | 118 | 117 | 118 | 8 |
| Louis. & Nash., Nash., Flor. & Shef. 1st 5s | 97 | 97 | 97 | 97 | 10 |
| Louis. & Nash., Mobile & Montgomery 4½s | 109½ | 109½ | 109½ | 109½ | 10 |
| Louis. & Nash., N. O. & Mobile 1st 6s | 122 | 122 | 122 | 122 | 1 |
| Louis. & Nash., N. O. & Mobile 2d 6s | 106 | 106 | 106 | 106 | 1 |
| **Manhattan consolidated 4s** | 95½ | 96½ | 95⅝ | 96⅝ | 42 |
| Metropolitan Elevated 2d 6s | 102⅝ | 102⅝ | 102⅝ | 102⅝ | 10 |
| Metropolitan Street Railway 5s | 115 | 115 | 114½ | 114½ | 4 |
| Mexican International consol. 4s | 76 | 76½ | 76 | [illegible] | [illegible] |
| Michigan Central consolidated 7s | 113⅝ | 114½ | 113⅝ | [illegible] | 5 |
| Milwaukee, Lake Shore & Western 1st 6s | 135½ | 135½ | 135½ | [illegible] | 1 |
| Minneapolis & St. Louis consolidated 5s | 106⅝ | 106⅝ | 106⅝ | [illegible] | 1 |
| Missouri, Kansas & Eastern 1st 5s | 99 | 99 | [illegible] | [illegible] | 4 |
| Missouri Pacific 1st collateral 5s | 76¼ | 77 | [illegible] | 77 | 28 |
| Missouri Pacific consol. 6s | 103⅝ | 103⅝ | [illegible] | 103⅝ | 133 |
| Missouri Pacific trust 5s | 80 | 80 | [illegible] | 80 | 22 |
| Mobile & Ohio general 4s | 77⅞ | 78 | [illegible] | 78 | 24½ |
| Mobile & Ohio new 6s | 120½ | [illegible] | [illegible] | 120⅝ | 10 |
| Mobile & Ohio, Montgomery Division 5s | [illegible] | 100 | [illegible] | 99½ | 15 |
| Morris & Essex 1st 7s | 140 | 140 | 140 | 140 | 2 |
| **Nash., Chat. & St. Louis consol. 5s** | [illegible] | [illegible] | 102 | 102½ | 28 |
| New York Central, Mich. Cent. collat. 3½s | [illegible] | [illegible] | 93 | 94½ | 378½ |
| New York Central, Lake Shore collat. 3½s | [illegible] | [illegible] | 94⅝ | 95⅝ | 270 |
| N. Y. Central, Lake Shore collat. 3½s, reg. | [illegible] | 94½ | 94½ | 94½ | 5 |
| New York Central 3½s | 105⅝ | 105⅝ | 105⅝ | 105⅝ | 7 |
| New York, Chicago & St. Louis 1st 4s | 105 | 105½ | 105 | 105½ | 71 |
| New York & New England 1st 6s | 113¼ | 113½ | 113¼ | 113½ | 1 |
| New York, Ontario & Western refdg. 4s | 99⅝ | 100 | 99⅝ | 100 | 64 |
| New York, Susquehanna & Western gen. 5s | 91½ | 91½ | 91½ | 91½ | 8 |
| Norfolk & Western con. 4s | 81⅝ | 82 | 81½ | 82 | 58½ |
| Northern Pacific general lien 3s | 63⅞ | 64½ | 63⅞ | 64½ | 276½ |
| Northern Pacific prior lien 4s | 98⅛ | 98⅝ | 98 | 98⅝ | 494½ |
| Northern Pacific Terminal 6s | 112 | 112 | 112 | 112 | 4 |
| Northern Railway of California 5s | 102½ | 102½ | 102 | 102¼ | 43 |
| Northwestern 25-year debenture 5s | 110 | 110 | 110 | 110 | 1 |
| **Ohio & Miss. 1st 7s, Springfield Div.** | 105½ | 106 | 105½ | 106 | 20 |
| Ohio Southern 1st 6s | 88 | 88 | 88 | 88 | 6 |
| Oregon Railroad & Navigation 4s | 96 | 96¼ | 96 | 96¼ | 12 |
| Oregon Short Line consolidated 5s | 104⅛ | 104½ | 104⅛ | 104½ | 15½ |
| Oregon Short Line Income A | 75 | 76½ | 75 | 76½ | 41½ |
| Oregon Short Line Income B | 53 | 53⅝ | 53 | 53⅝ | 48 |
| Oregon Short Line 6s | 127 | 127½ | 127 | 127½ | 22 |
| **Pacific Coast 1st 5s** | 105½ | 105½ | 105½ | 105½ | 10 |
| Pacific of Missouri 1st 4s | 104½ | 104½ | 104½ | 104½ | 2 |
| Pennsylvania 4½s, coupon | 112⅝ | 113½ | 112⅝ | 112⅝ | 14 |
| Peoria & Eastern income | 16 | 16½ | 16 | 16½ | 2 |
| Pittsburg & Connellsville 4s | 106½ | 106½ | 106½ | 106½ | 5 |
| Pittsburg & Western 4s | 92 | 92 | 92 | 92 | 1 |
| Pittsburg & Western 5s | 50 | 53 | 50 | 53 | 30 |
| **Reading general 4s** | 81½ | 82 | 81¼ | 81⅝ | 225 |
| Richmond & Danville consol. 6s | 121½ | 121½ | 121½ | 121½ | 7 |
| Rio Grande Western 1st 4s | 89 | 89½ | 89 | 89½ | 42 |
| Rock Island general 4s | 103½ | 104 | 103⅝ | 103⅝ | 153 |
| Rock Island 1st 6s, registered | 129 | 129 | 129 | 129 | 15 |
| Rock Island debenture 5s | 107 | 107 | 107 | 107 | 2 |
| Rome, Watertown & Ogdensburg consol. 5s | 123 | 123¼ | 123 | 123¼ | 3 |
| **St. Joseph & Grand Island 1st 2-3-4s** | 79 | 79 | 79 | 79 | 10 |
| St. Louis & Iron Mountain gen. 5s | 99 | [illegible] | 99 | 99½ | [illegible] |
| St. Louis & San Francisco gen 6s | 118 | 118½ | 118 | 118 | [illegible] |
| St. Louis & San Francisco gen 5s | 104½ | 104½ | 104 | 104½ | [illegible] |

| BONDS. | Week ending July 23, 1898. | | | | |
|---|---|---|---|---|---|
| | First. | High. | Low. | Last. | Sales. |
| St. Louis & San Francisco 4s | 77½ | 78 | 77½ | 78 | 26 |
| St. Louis & San Fran. 2d 6s, Class A | 114 | 114 | 114 | 114 | 1 |
| St. Louis Southwestern 1st 4s | 77 | 77⅝ | 77 | 77⅝ | 50 |
| St. Louis Southwestern 2d income 4s | 30¾ | 31¼ | 30¼ | 31 | 47 |
| St. Paul 1st, Iowa & Dakota extension 7s | 145 | 145½ | 145 | 145½ | 16 |
| St. Paul consolidated 7s | 145 | 145 | 145 | 145 | 1 |
| St. Paul 1st, Chi. & Missouri River 5s | 113¾ | 113¾ | 113¾ | 113¾ | 3 |
| St. Paul Terminal 5s | 113 | 113 | 113 | 113 | 1 |
| St. Paul 1st, Chicago & Pacific 6s | 118½ | 118½ | 118½ | 118½ | 2 |
| St. Paul 1st, Iowa & Dakota 7s | 145 | 145 | 145 | 145 | 4 |
| St. Paul 1st, Chi., Pac. & Western 5s | 116¼ | 116¼ | 116 | 116 | 14 |
| St. Paul general 4s, Series A | 105 | 105½ | 105 | 105½ | 70 |
| St. P., M. & M., Montana ext. 4s | 99½ | 100 | 99½ | 99¾ | 13 |
| St. Paul, Minn. & Manitoba consol. 6s | 128½ | 128½ | 128½ | 128½ | 8 |
| St. P., M. & M. consol. 6s, reduced to 4½s | 107½ | 107½ | 107½ | 107½ | 20 |
| San Antonio & Aransas Pass 4s | 66½ | 66⅝ | 65¾ | 66½ | 319 |
| South Carolina & Georgia 1st 5s | 94 | 94 | 94 | 94 | 4 |
| Southern Pacific of California 1st 6s | 109 | 109 | 109 | 109 | 10 |
| Southern Pacific of New Mexico 1st 6s | 108 | 108¼ | 108 | 108¼ | 31 |
| Southern Pacific of Arizona 1st 5s | 106½ | 106¾ | 106 | 106¼ | 73 |
| Southern Railway 5s | 94 | 94¼ | 93½ | 94¼ | 77 |
| Southern Railway, Memphis Div. 4-4½-5s | 103 | 103 | 103 | 103 | 12 |
| Standard Rope & Twine 6s | 70 | 71 | 70 | 71 | 18 |
| Standard Rope & Twine income | 15¾ | 16 | 15 | 15¾ | 130 |
| Syracuse, Binghamton & N. Y. 1st 7s | 126 | 126 | 126 | 126 | 12 |
| **Term. R. R. Ass'n of St. L. con. 5s** | 110 | 110 | 110 | 110 | 1 |
| Tennessee Coal & Iron 1st 6s, Birm. Div. | 86 | 86 | 85 | 85 | 11 |
| Texas & New Orleans consol 5s | 97 | 97¼ | 97 | 97¼ | 20 |
| Texas & Pacific 1st 5s | 105½ | 106 | 105¼ | 106 | 48 |
| Texas & Pacific 2d inc. 5s | 43¼ | 43¾ | 42¼ | 42¼ | 833 |
| Toledo & Ohio Central 5s, Western Div. | 104 | 104 | 104 | 104 | 5 |
| Toledo, St. Louis & Kansas City 1st, tr. r. | 87 | 88 | 87 | 88 | 11 |
| **Ulster & Delaware 1st 5s** | 100 | 100 | 100 | 100 | 3 |
| Union Elevated, Brooklyn, 1st 6s, tr. r. | 91¼ | 91¾ | 91 | 91¾ | 68½ |
| Union Pacific new 4s | 96¾ | 97¼ | 96¾ | 97¼ | 1,548 |
| Union Pacific collateral tr. 4½s, tr. receipts. | 55 | 59¾ | 55 | 59 | 332 |
| Union Pacific, Den. & Gulf 1st 5s, t. r. | 69½ | 73⅛ | 68⅛ | 73⅛ | 3,163 |
| **Virginia Midland gen. 5s** | 107¾ | 108 | 107¾ | 108 | 2 |
| **Wabash 1st 5s** | 110¼ | 110½ | 110 | 110½ | 73 |
| Wabash 1st 5s, Detroit & Chicago ext. | 102 | 102 | 102 | 102 | 6 |
| Wabash 2d 5s | 87 | 88 | 87 | 87⅝ | 32 |
| West Shore guaranteed 4s | 108¼ | 108½ | 108¼ | 108½ | 9 |
| West Shore guaranteed 4s, registered | 108 | 108½ | 107½ | 108½ | 11 |
| Western New York & Penn. gen. 3-4s | 54½ | 54¾ | 54 | 54¾ | 18 |
| Western New York & Penn. income | 14 | 14 | 14 | 14 | 1 |
| Western Union collateral trust 5s | 110 | 110 | 110 | 110 | 18 |
| Wheeling & Lake Erie consolidated 4s | 35 | 35 | 35 | 35 | 10 |
| Wilkesbarre & Eastern 1st | 98 | 98 | 98 | 98 | 5 |
| Wisconsin Central 1st 5s, trust receipts | 44½ | 49½ | 44 | 48½ | 1,903 |
| Wisconsin Central income | 5¼ | 5⅝ | 5 | 5 | 25 |
| Total sales | | | | | $17,473,000 |

## GOVERNMENT BONDS.

### Bond Transactions New York Stock Exchange Week Ending July 23, 1898.

| | | | | | |
|---|---|---|---|---|---|
| United States 4s, 1925, registered | 124 | 124 | 124 | 124 | 10 |
| United States 4s, 1925, coupon | 125 | 125½ | 125 | 125½ | 29 |
| United States 4s, 1907, registered | 110⅝ | 110⅝ | 110¼ | 110¼ | 27½ |
| United States 4s, 1907, coupon | 110⅞ | 110⅞ | 110⅞ | 110⅞ | 2 |
| United States 5s, coupon | 113¼ | 113¼ | 113¼ | 113¼ | 10 |
| United States 3s, when issued | 104⅛ | 104⅝ | 104 | 104 | 975½ |
| Total sales | | | | | $1,054,000 |

## STATE BONDS.

### Bond Transactions New York Stock Exchange Week Ending July 23, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Louisiana consolidated 4s | 103 | 104 | 103 | 104 | 2½ |
| Virginia funded debt 2-3s of 1991 | 71⅝ | 71⅝ | 71⅝ | 71⅝ | 9 |
| Total sales | | | | | $11,500 |
| Grand total | | | | | $18,538,500 |

## GOVERNMENT BONDS.

### HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

| | Highest. | | Lowest. | | Last Sale. | |
|---|---|---|---|---|---|---|
| United States 2s, registered | 98½ | Mch. 22 | 98 | Apr. 4 | 98 | Apr. 4 |
| United States 4s, 1907, registered | 113½ | Feb. 4 | 106 | Apr. 27 | 110¼ | July 22 |
| United States 4s, 1907, coupon | 114⅜ | Feb. 8 | 107 | Apr. 26 | 110⅞ | July 20 |
| United States 4s, 1925, registered | 129½ | Jan. 11 | [illegible] | Apr. 19 | 124 | July 20 |
| United States 4s, 1925, coupon | 129¾ | Jan. 12 | 117⅝ | Apr. 19 | 125½ | July 22 |
| United States 5s, 1904, registered | 115 | Jan. 12 | [illegible] | May 2 | 110¼ | May 6 |
| United States 5s, 1904, coupon | 115 | Jan. 14 | [illegible] | May 2 | 113¼ | July 22 |
| United States currency 6s, 1899 | 104 | Jan. [illegible] | [illegible] | Apr. 28 | 102⅞ | Apr. 28 |
| United States 3s, 10-20, 1918, when issued | 104⅝ | July 22 | 104⅛ | July 22 | 104 | July 23 |
| District of Columbia 3-65s | 116 | July 7 | 115 | Mch. 28 | 116 | July 7 |

## STATE BONDS.

### HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

| | Highest. | | Lowest. | | Last Sale. | |
|---|---|---|---|---|---|---|
| Alabama, Class A | 109 | May 14 | 108½ | Mch. 8 | 109 | May 14 |
| Alabama, Class C | 100 | Feb. 28 | 100 | Feb. 28 | 100 | Feb. 28 |
| Louisiana consolidated 4s | 104 | July 21 | 100 | May 14 | 104 | July 21 |
| Louisiana consolidated 4s, small | 100½ | Mch. 14 | 98 | Mch. 8 | 100½ | Mch. 14 |
| North Carolina 6s, 1919 | 128 | Feb. 23 | 128 | Feb. 23 | 128 | Feb. 23 |
| North Carolina consolidated 4s | 101 | Jan. 6 | 101 | Jan. 6 | 101 | Jan. 6 |
| Tennessee settlement 3s | 92½ | June 23 | 87 | May 10 | 91½ | July 16 |
| Tennessee settlement 3s, small | 88 | Jan. 5 | 87 | May 25 | 88 | June 16 |
| Virginia funded debt 2-3s, 1991 | 71¾ | June 21 | 65 | Apr. 22 | 71⅝ | July 20 |
| Virginia deferred 6s, trust receipts | 7 | June 8 | 4½ | Feb. 15 | 5 | June 9 |

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

| | Sales. | Date. | | Sales. | Date. |
|---|---|---|---|---|---|
| Alabama, Class A, (small) | 107⅜ | Oct. 9 | North Car. con. 4s, (small) | 100 | Oct. 4 |
| Alabama, Class B | 104⅜ | July 28 | Virginia deferred 6s | 5 | Apr. 1 |

## BANK STOCKS.

### Transactions on New York Stock Exchange from Jan. 1, 1898.

| | Highest. | | Lowest. | | Last Sale. | |
|---|---|---|---|---|---|---|
| America | 356 | Mar. 9 | 350 | Jan. 25 | 350 | May 5 |
| American Exchange | 175 | Mar. 11 | 167 | June 13 | 167 | June 13 |
| Central National | 165 | June 9 | 165 | June 9 | 165 | June 9 |
| City | 1100 | June 10 | 1100 | June 10 | 1100 | June 10 |
| Columbia | 150 | Apr. 4 | 150 | Apr. 4 | 150 | Apr. 4 |
| Chatham | 295 | Mar. 2 | 290 | May 12 | 290 | May 12 |
| Commerce | 210 | Mar. 1 | 200 | May 9 | 200 | July 18 |
| Continental | 130 | Jan. 4 | 125 | May 18 | 125 | May 18 |
| Corn Exchange | 290 | Feb. 4 | 290 | Feb. 4 | 290 | Feb. 4 |
| Market & Fulton | 233 | Mar. 4 | 230 | Feb. 16 | 233 | Mar. 4 |
| Mechanics' | 185 | Feb. 11 | 175 | May 18 | 175¼ | June 2 |
| Mechanics & Traders' | 120 | July 9 | 120 | July 9 | 120 | July 9 |
| Merchants' | 148½ | Jan. 4 | 146 | Mar. 8 | 146½ | June 20 |
| New York | 235 | Apr. 14 | 235 | Apr. 14 | 235 | Apr. 14 |
| Ninth | 92½ | Feb. 9 | 90 | Mar. 9 | 90 | June 15 |
| North America | 135¼ | Feb. 15 | 135 | June 4 | 135 | June 9 |
| Park | 312 | Mar. 23 | 263 | Jan. 28 | 310 | July 21 |
| Republic | 157 | Mar. 31 | 155¾ | July 6 | 155¾ | July 6 |
| Shoe & Leather | 100 | Jan. 13 | 99½ | Jan. 20 | 99½ | Jan. 20 |
| State of New York | 102 | June 18 | 102 | June 18 | 102 | June 18 |
| Tradesmen's | 110 | Feb. 15 | 105 | Jan. 21 | 110 | Feb. 15 |
| West Side | 275 | Jan. 10 | 275 | Jan. 10 | 275 | Jan. 10 |
| Western National | 155 | Jan. 28 | 145 | Mar. 30 | 150 | Apr. 22 |

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

| | | Date. | | | | Date. | |
|---|---|---|---|---|---|---|---|
| Broadway | 242 | Nov. | 19 | Importers & Traders' | 535 | March | 23 |
| Butchers & Drovers' | 98 | Nov. | 27 | Manhattan | 230 | Nov. | 18 |
| Chemical | 4300 | Feb. | 2 | Metropolis | 475 | April | 21 |
| Citizens' | 132 | Nov. | 19 | New York County | 800 | March | 23 |
| East River | 140 | Nov. | 26 | Phenix | 100 | Dec. | 24 |
| Fourth National | 195 | Nov. | 30 | Seaboard | 170 | July | 19 |
| Gallatin | 310 | Aug. | 19 | Third National | 85 | March | 14 |

## ON THE LONDON EXCHANGE.

LONDON, July 24.—The stock market continues dull. The public does not display a disposition to buy, and professionals are tired feeding off each other. Lombard Street is flooded with capital. Short loans are obtainable upon any terms. Discount rates are easier, at from 1 to 1¼ per cent. for two and three months, and 2½ per cent. for six months.

Russia and Germany are buying small quantities of gold. There was a smart advance of ⅛ in Spanish securities during the week on peace rumors, and the advance is still maintained.

American railway securities were very quiet, and moved in narrow limits. Canadians were inspirited by predictions of an early end of the transcontinental rate war, but the improvement was not maintained. Grand Trunks rose to 70 and finished at 69¼. Canadian Pacifics were ½ point better.

Baltimore and Ohio ordinary dropped one point.

# Complete Bond Quotation List, New York Stock Exchange, Week Ending July 23, 1898.

| | Range for Year 1898. Highest. | | Lowest. | | Last Sale. | | Bid. | Ask. |
|---|---|---|---|---|---|---|---|---|
| Alabama Midland 1st gtd. g., 1928 | [illegible] | Jul [illegible] | [illegible] | Jan [illegible] | [illegible] | Jan [illegible] | .. | .. |
| Ann Arbor 1st g. 4s, 1995 | [illegible] | Feb 14 | [illegible] | Apr [illegible] | [illegible] | July [illegible] | [illegible] | [illegible] |
| Atch., Top. & S. F. gen. g. 4s, 1995 | [illegible] | Jul [illegible] | [illegible] | Apr [illegible] | [illegible] | July [illegible] | [illegible] | [illegible] |
| Do., registered | [illegible] | Mar [illegible] | [illegible] | Mar [illegible] | [illegible] | Mar [illegible] | .. | .. |
| Do., adjustment g. 4s, 1995 | [illegible] | Jul [illegible] | [illegible] | Mar [illegible] | [illegible] | July [illegible] | [illegible] | [illegible] |
| Atlantic & Pacific income | [illegible] | Jan [illegible] | [illegible] | Jun [illegible] | [illegible] | Jan [illegible] | .. | .. |
| Atl. Av. of Brooklyn imp. g. 5s, 1934 | .. | .... | .. | .... | [illegible] | Feb., [illegible] | [illegible] | [illegible] |
| Atlantic & Danville 1st g. 5s, 1950 | [illegible] | Jun 24 | [illegible] | Jan 5 | [illegible] | July 23 | [illegible] | [illegible] |
| Balt. & Ohio 1st 6s, Park'b. Br., 1919 | 112¾ | Feb 11 | 100 | Apr 6 | 112¾ | July [illegible] | 112½ | 112¾ |
| Do., gold 5s, 1885-1925 | 114½ | Jul 6 | 90 | Jan 13 | 114½ | July 20 | 113½ | 116 |
| Do., registered | 113¾ | Jul 18 | 105¾ | Jun 17 | 113½ | July 1[illegible] | .. | .. |
| Do., eng. certs. of deposit | 110½ | Jun 27 | 90 | Jan 25 | 110½ | July [illegible] | 110 | 110½ |
| Do., do., registered | 112 | Jun 27 | 98 | Feb 4 | 110½ | July [illegible] | .. | .. |
| Do., con. g. 5s, 1988 | 114½ | Jul [illegible] | 97 | Apr 6 | 114½ | July [illegible] | 114½ | 115 |
| Do., registered | 114½ | Jul [illegible] | 108 | May 24 | 114½ | July 21 | .. | .. |
| Do., J. P. M. Co. certs | 114 | Jul 21 | 97 | Apr 6 | 114 | July 21 | 114½ | 115 |
| Do., do., registered | 112½ | Jul 20 | 112½ | Jul 20 | 112½ | July 20 | — | .. |
| Baltimore Belt 1st g. 5s, int gtd., 1990 | 100 | Jun 24 | 84 | Jan 11 | 98½ | July 20 | .. | .. |
| West Va. & Pitts. 1st g. 5s, 1990 | — | .... | .. | .... | 105½ | Oct., 95 | .. | .. |
| Monong. River 1st gtd. g. 5s, 1919 | .. | .... | .. | .... | 104½ | July, 9[illegible] | .. | .. |
| Cent. Ohio reorg. 1st con. g. 4½s, 1930 | 100 | Jul 7 | 99 | Jan 27 | 100 | July 7 | 103 | .. |
| Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930 | .. | .... | .. | .... | 102½ | Nov., 9[illegible] | .. | .. |
| Do., coupon off | 100¾ | Jul 21 | 100 | Jul 21 | 100¾ | July 21 | 99 | .. |
| Pitts. & Connellsv. 1st g. 4s, 1946 | 106½ | Jul 20 | 105½ | Jun 24 | 106½ | July 20 | .. | .. |
| B. & O. S.W. RR. 1st gtd. g. 4½s, 1990 | 103 | Jun 13 | 96¼ | Jan 17 | 102½ | July 7 | .. | .. |
| Do., 1st consolidated g. 4½s, 1993 | .. | .... | .. | .... | 80 | Jun 9, 97 | .. | .. |
| Do., 1st inc. g. 5s, Series A, 2043 | 27½ | Jun 8 | 27 | Jun 6 | 27½ | June 8 | .. | .. |
| Do., do. Series B, 2043 | 9½ | Feb 3 | 8 | May 28 | 9 | June 6 | .. | .. |
| Ohio & Mississippi 2d con. 7s, 1911 | 122½ | Jul 12 | 120 | Jul 6 | 122½ | July 12 | 121 | .. |
| Do., 1st Springfield Div. 7s, 1905 | 107½ | Feb 10 | 102½ | May 2 | 106 | July 21 | 105 | 106 |
| Do., 1st gen. 5s, 1932 | .. | .... | .. | .... | 106 | April, 92 | .. | .. |
| Do., 1st consol. 4s, 1947 | .. | .... | .. | .... | .. | ........ | 103½ | 105 |
| Brooklyn City 1st consol. 5s, 1941 | 112 | May 27 | 112 | July 1 | 112 | July 1 | .. | .. |
| Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924 | 93 | Jul 5 | 79 | Apr 8 | 92½ | July 23 | 92 | 92½ |
| Do., Tr. Co. ctfs., 2d g. 5s, 1915 | .. | .... | .. | .... | 42 | Jun 19, 97 | .. | .. |
| Do., do., 3d installment paid | 65 | May 24 | 65 | May 24 | 65 | May 24 | .. | .. |
| Do., all installments paid | 86 | Jun 27 | 86 | Jun 27 | 86 | June 27 | .. | .. |
| Sea & B.B.Tr.Co.cts., 1st gtd. g. 5s, 1942 | .. | .... | .. | .... | 70½ | De 14, 97 | .. | .. |
| Union El. Tr. Co. cts. 1st gtd. g. 6s, 1937 | 92½ | Jul 1 | 80 | Apr 14 | 91½ | July 23 | 91 | 93 |
| Brooklyn Rapid Transit g. 5s, 1945 | 104 | Jul 5 | 91 | Apr 2 | 103½ | July 19 | .. | .. |
| Brunswick & Western 1st g. 4s, 1938 | .. | .... | .. | .... | 74 | Sept., 96 | .. | .. |
| Buff., Roch. & Pitts. gen. g. 5s, 1937 | 106 | Feb 25 | 104½ | Jan 18 | 105½ | July 15 | .. | .. |
| Roch. & Pitts. 1st g. 6s, 1921 | 127 | Jan 26 | 127 | Jan 26 | 127 | Mar 2 | 125 | .. |
| Do., con. 1st g. 6s, 1922 | 123 | Feb 2 | 122 | Jul 16 | 122 | July 16 | 123 | .. |
| Clearfield & Mah. 1st gtd. g. 5s, 1943 | .. | .... | .. | .... | 103 | Ap 14, 97 | .. | .. |
| Buffalo & Susquehanna 1st g. 5s, 1913 | .. | .... | .. | .... | 100 | Feb., 96 | .. | .. |
| Bur., Cedar Rap. & Nor. 1st 5s, 1906 | 109 | Feb 4 | 104¾ | Jun 17 | 106½ | July 22 | 106½ | .. |
| Do., con. 1st and col. tr. g. 5s, 1934 | 109 | Jan 17 | 100 | Apr 28 | 107 | July 22 | .. | — |
| Minn. & St. L. 1st gtd. g. 7s, 1927 | .. | .... | .. | .... | 140 | Fe 14, 97 | .. | .. |
| C.R., Iowa Falls & N.W. 1st g. 6s, 1920 | .. | .... | .. | .... | 109 | De 10, 97 | — | .. |
| Do., do., 1st g. 5s, 1921 | 105 | Jan 4 | 105 | Jan 4 | 105 | Jan 4 | .. | .. |
| Canada South. 1st, int. gtd. 5s, 1908 | 111½ | Jun 28 | 107¾ | Apr 27 | 109 | July 22 | .. | .. |
| Do., 2d 5s, 1913 | 111 | Feb 17 | 105 | Apr 16 | 109¾ | July 19 | 109½ | 110½ |
| Do., do., registered | .. | .... | .. | .... | 106 | Jan 30, 97 | .. | — |
| Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937 | 93½ | Feb 16 | 87 | Apr 21 | 92½ | June 30 | .. | .. |
| Cent. of Ga. RR. 1st g. 5s, 1945 | 119½ | Jan 13 | 114 | Mar 25 | 114½ | June 8 | .. | .. |
| Do., con. g. 5s, 1945 | 92½ | Jan 22 | 84¾ | Apr 29 | 88 | July 22 | 87½ | 88 |
| Do., 1st pf. inc. g. 5s, 1945 | 44½ | Jan 6 | 36 | Mar 25 | 39¼ | July 22 | .. | .. |
| Do., 2d pf. inc. g. 5s, 1945 | 15½ | Jan 6 | 11 | Apr 11 | 13 | July 22 | .. | .. |
| Do., 3d pf. inc. g. 5s, 1945 | 8½ | Jan 21 | 5 | May 26 | 5 | May 26 | .. | .. |
| Do., Macon & Nor. Div. 1st g. 5s, 1946 | 92 | Jan 6 | 92 | Jan 6 | 92 | Jan 6 | .. | .. |
| Do., Mobile Div. 1st g. 5s, 1946 | 99 | Jul 6 | 95⅝ | Jan 19 | 99 | July 6 | .. | .. |
| Cent. of New Jersey 1st con. 7s, 1899 | 104¾ | Feb 2 | 103 | Jul 19 | 103 | July 19 | 102¾ | .. |
| Do., 1st conv. 7s, 1902 | .. | .... | .. | .... | 113⅞ | Dec 3, 97 | .. | .. |
| Do., conv. deb. 6s, 1908 | 110½ | Feb 15 | 110 | Jul 21 | 110 | July 21 | .. | .. |
| Do., gen. g. 5s, 1987 | 115 | Jun 30 | 109½ | Apr 27 | 112½ | July 22 | 112 | 112½ |
| Do., do., registered | 114¾ | Feb 14 | 108¾ | Apr 26 | 109¾ | July 23 | .. | .. |
| Lehigh & Wilkes Coal con. ass. 7s, 1900 | 103½ | Feb 18 | 99½ | May 25 | 101 | July 9 | .. | .. |
| Do., 5s, 1912 | 93 | Feb 18 | 90 | Jan 5 | 91 | July 20 | .. | .. |
| Am. Dock & Imp. Co. 5s, 1921 | 116 | Mar 4 | 110 | Apr 26 | 115 | June 23 | .. | .. |
| N. J. Southern int. gtd. 6s, 1899 | .. | .... | .. | .... | 104 | No 13, 97 | .. | .. |
| Cent. Pac. g. 6s, 1898, Speyer certs | 103 | Jan 18 | 103 | Jan 18 | 103 | Jan 18 | .. | .. |
| Do., ext. g. 5s, Series A, B, C, D, 1898 | 103½ | Feb 23 | 103 | Feb 18 | 103 | Feb 24 | .. | .. |
| Do., ext. g. 5s, Series E, 1898 | 102 | Feb 21 | 102 | Feb 21 | 102 | Feb 21 | .. | .. |
| Do., Speyer & Co. ctfs. dep. E, 1900 | 102 | Jul 14 | 101¾ | May 5 | 102 | July 14 | .. | .. |
| Do., San Joaquin Br. g. 6s, 1900 | 105 | Feb 23 | 102½ | Jun 17 | 102½ | June 17 | — | .. |
| Do., gtd. g. 5s, 1939 | .. | .... | .. | .... | 84½ | Sept., 96 | .. | .. |
| Do., land grant g. 5s, 1900 | 100½ | Feb 23 | 100 | Feb 23 | 102 | Mar 19 | .. | .. |
| Do., C. & O. Div. ext. g. 5s, 1918 | 101 | Jan 18 | 101 | Jan 18 | 101 | Jan 18 | .. | .. |
| Western Pacific g. 6s, 1899 | 104 | Jun 29 | 101 | Mar 17 | 104 | June 29 | .. | — |
| North. Ry of Cal. 1st gtd. g. 6s, 1907 | .. | .... | .. | .... | 98 | Aug 6, 97 | .. | .. |
| Do., gtd. g. 5s, 1938 | 102½ | Feb 8 | 100 | Jan 6 | 102¼ | July 23 | 101 | .. |
| Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938 | 40 | Feb 2 | 40 | Feb 2 | 40 | Feb 2 | .. | .. |
| Ches. & Ohio pur. mon. fund. 6s, 1898 | 101⅛ | Jan 7 | 101⅛ | Jan 7 | 101⅛ | Jan 7 | .. | .. |
| Do., g. 6s, Series A, 1908 | 120½ | Feb 14 | 118½ | Jun 22 | 118 | June 22 | — | .. |
| Do., g. 6s, 1911 | 120¼ | Jan 21 | 115½ | Apr 20 | 119¾ | July 16 | .. | .. |
| Do., 1st con. g. 5s, 1939 | 117 | Feb 11 | 111 | May 2 | 114⅞ | July 18 | 114½ | 115 |
| Do., do., registered | 114½ | Jan 31 | 113 | Jan 8 | 114 | Feb 7 | .. | .. |
| Do., gen. g. 4½s, 1992 | 85 | Jun 8 | 73½ | Mar 26 | 84 | July 23 | 84½ | .. |
| Do., R. & A. Div. 1st con. g. 4s, 1989 | 105½ | Jun 30 | 99 | Apr 25 | 103½ | July 20 | 103½ | .. |
| Do., do., 2d con. g. 4s, 1989 | 94 | Jan 12 | 92 | Mar 14 | 94 | July 5 | 92½ | .. |
| Do., Craig Valley 1st g. 5s, 1940 | 99½ | Feb 7 | 95 | May 24 | 95⅛ | May 27 | .. | .. |
| Eliz., Lex. & Big Sandy gtd. g. 5s, 1902 | 104 | Jan 13 | 97½ | Apr 11 | 103 | July 19 | .. | — |
| Chi. & Alton sink. fd. g. 6s, 1903 | 113½ | Apr 21 | 112½ | Feb 7 | 113½ | Apr 21 | .. | .. |
| Louisiana & Mo. River 1st 7s, 1900 | 111 | Jan 7 | 107 | Mar 23 | 108 | June 15 | .. | .. |
| Do., 2d 7s, 1900 | 107 | Jul 20 | 107 | Jul 20 | 107 | July 20 | .. | .. |
| St. L., Jacksonv. & C. 2d gtd. 7s, [illegible] | .. | .... | .. | .... | 104¾ | Mr 25, 97 | .. | — |
| Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912 | .. | .... | .. | .... | 105½ | Oct., 95 | .. | .. |
| Chi., Bur. & Northern 1st 5s, [illegible] | 110¾ | Jan 5 | 105 | Mar 25 | 109½ | July 20 | .. | .. |
| Chi., Bur. & Quincy con. 7s, 1903 | 118 | Jun 29 | 113½ | Apr 20 | 115 | July 22 | 115 | 115½ |
| Do., sinking fund 5s, 1901 | 107 | Feb 24 | 104½ | Jul 11 | 104¾ | July 22 | .. | .. |
| Do., debenture 5s, 1913 | 109 | Feb 7 | 104½ | May 16 | 107½ | July 7 | .. | .. |
| Do., convertible 5s, 1903 | 112¾ | Jul 13 | 104½ | Mar 25 | 112¾ | July 19 | .. | — |
| Do., Iowa sink. fund 5s, 1919 | 109½ | Feb 17 | [illegible] | Feb 17 | 109½ | Feb 28 | .. | .. |
| Do., do., do., 4s, 1919 | 104 | Feb 4 | [illegible] | Apr 4 | 101½ | July 22 | 101 | .. |
| Do., Denver Div. 4s, 1922 | 101½ | Jan 7 | [illegible] | Apr 1 | 99¾ | June 17 | .. | .. |
| Do., 4s, 1921 | 100 | Jun [illegible] | [illegible] | Jun 15 | 99 | June 15 | .. | .. |
| Do., Chi. & Iowa Div. 5s, 1905 | .. | .... | .. | .... | 107½ | Jan., 96 | .. | .. |
| Do., Nebraska extension 4s, 1927 | 100 | Jan 14 | [illegible] | Mar [illegible] | [illegible] | July 23 | 99½ | 99⅝ |
| Do., do., registered | 97½ | Mar 19 | 97 | May 9 | 97 | May 9 | .. | .. |
| Hannibal & St. Joseph con. 6s, 1911 | 123 | Jan 29 | 119 | Mar 9 | [illegible] | June 11 | .. | — |
| Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907 | 116½ | Feb 8 | 114½ | Jul 15 | 114½ | July 15 | 114½ | .. |
| Do., 1st con. g. 6s, 1934 | 130 | Jan 8 | 122 | Apr 19 | 122 | Apr 19 | 128 | .. |
| Do., gen. con. 1st 5s, 1937 | 108½ | Jun 10 | 101¼ | Jan 11 | 108 | July [illegible] | .. | .. |
| Do., do., registered | 106¾ | Jun 7 | 101 | Jan 4 | [illegible] | June 7 | — | .. |
| Chi. & Ind. Coal Ry 1st 5s, 1936 | 109 | Feb 11 | 100¼ | Jan 14 | 102½ | July [illegible] | .. | — |
| Chicago, Indianapolis & Louisville— | | | | | | | | |
| Louisv., New Alb. & Chi. 1st 6s, 1910 | 115½ | Jun 10 | 112 | Feb 25 | 115½ | June [illegible] | .. | .. |
| Chi., Ind. & Louisv. refdg. g. 5s, 1947 | 90 | Jun 24 | 80 | Mar 12 | 90 | June [illegible] | .. | .. |
| Do., refunding g. 6s, 1947 | 105 | Feb 10 | 90 | Mar 29 | 103 | July 13 | — | .. |
| Chicago, Milwaukee & St. Paul— | | | | | | | | |
| Mil. & St. P. 1st 7s, $ gold, R.D., 1902 | 143 | Feb 10 | 140 | Jan 29 | 142 | May 16 | .. | .. |
| Do., 1st Iowa & D. 7s, 1899 | 145 | Jul 19 | 137½ | Jan 3 | 145 | July 19 | .. | .. |
| Do., 1st C. & M. 7s, 1903 | 144 | Feb 16 | 140 | Jan 13 | 141 | Apr 6 | .. | .. |
| Chi., Mil. & St. Paul con. 7s, 1905 | 145½ | Jun 28 | 138 | Jan 4 | 145 | July 19 | .. | .. |
| Do., 1st I. & D. ext. 7s, 1908 | 145½ | Jul 21 | 139¼ | Jan 5 | 145½ | July 21 | — | .. |
| Do., 1st Southwest. Div. 6s, 1909 | 119¾ | Jan 19 | 116 | May 13 | 117½ | May 23 | .. | — |
| Do., 1st LaC. & Dav. 5s, 1919 | 110 | Mar 14 | 110 | Mar 14 | 110 | Mar 14 | .. | — |
| Do., 1st So. Minn. Div. 6s, 1910 | 121 | Feb 8 | 114¼ | Apr 20 | 117⅝ | July 14 | .. | .. |
| Do., 1st H. & D. Div. 7s, 1910 | 130½ | Jan 13 | 128¼ | Jun 4 | 130 | June 24 | .. | .. |
| Do., do., 5s, 1910 | .. | .... | .. | .... | 109 | Oct 5, 97 | .. | .. |
| Do., Chi. & Pac. Div. 6s, 1910 | 121 | Jan 28 | 118 | Mar 11 | 118½ | July 19 | 118½ | .. |
| Do., 1st C. & Pac. W. g. 5s, 1921 | 117½ | Jun 28 | 111 | Apr 26 | 116 | July 20 | .. | — |
| Do., Chi. & Mo. Riv. Div. 5s, 1926 | 117 | Feb 10 | 110⅝ | May 23 | 113¾ | July 23 | .. | .. |
| Do., Mineral Point Div. 5s, 1910 | 110 | Jan 17 | 107 | Jan 5 | 109½ | Apr 16 | .. | .. |
| Do., C. & Lake Sup. Div. g. 5s, 1921 | 113½ | Mar 2 | 112 | Apr 21 | 112 | Apr 21 | .. | .. |
| Do., Wis. & Min. Div. g. 5s, 1921 | 115½ | Feb 11 | 111 | Apr 29 | 111½ | July 1 | .. | .. |
| Do., terminal g. 5s, 1914 | 115 | Feb 7 | 111 | Apr 1 | 113 | July 18 | 113 | .. |
| Do., Far. & So. assu. g. 6s, 1924 | 127¼ | Jan 27 | 127½ | Jan 5 | 127¼ | Jan 27 | .. | .. |
| Do., con. sk. fd. 5s, 1916 | .. | .... | .. | .... | 106½ | Jly 9, 97 | .. | .. |
| Do., Dak. & Great So. g. 5s, 1916 | 114 | Jun 21 | 109 | Apr 7 | 114 | June 21 | .. | .. |
| Do., gen. g. 4s, Series A, 1989 | 107 | Feb 4 | 102 | May 8 | 105½ | July 22 | 105½ | 106 |
| Do., do., registered | 105½ | Feb 19 | 104¾ | Feb 1 | 105½ | Feb 19 | .. | .. |
| Mil. & North. 1st, main line 6s, 1910 | 122½ | Jan 19 | 120 | Mar 15 | 120 | Mar 18 | .. | 120 |
| Do., 1st con. 6s, 1913 | 123 | Feb 7 | 117 | Apr 30 | 120 | June 9 | .. | 121 |
| Chicago & Northwestern con. 7s, 1915 | 145 | Jan 10 | 138 | May 6 | 142¾ | July 8 | 143 | 145½ |
| Do., gold 7s, 1902 | 116½ | Feb 15 | 113 | Apr 27 | 113⅝ | July 7 | — | .. |
| Do., do., registered | 116½ | Feb 15 | 112¼ | May 27 | 113⅝ | June 29 | .. | .. |
| Do., sinking fund 6s, 1879-1929 | 118½ | Mar 10 | 113¾ | Jun 2 | 118½ | July 13 | .. | .. |
| Do., do., registered | 115 | Jul 13 | 114 | Jun 14 | 115 | July 13 | .. | .. |
| Do., sinking fund 5s, 1879-1929 | 111½ | Feb 2 | 106 | Apr 2 | 108 | July 11 | .. | — |
| Do., do., registered | 107½ | Jul 13 | 107½ | Jul 13 | 107½ | July 13 | .. | .. |
| Do., sinking fund deb. 5s, 1933 | 119 | Feb 2 | 114 | May 23 | 116½ | June 29 | 117½ | 119½ |
| Do., registered | 119 | Feb 21 | 117 | Mar 8 | 117 | Mar 8 | .. | — |
| Do., debenture 5s, 1909 | 110½ | Feb 9 | 107½ | May 18 | 110 | July 18 | .. | .. |
| Do., do., registered | 109½ | Mar 19 | 109½ | Mar 19 | 109½ | Mar 19 | .. | .. |
| Do., debenture 5s, 1921 | 112 | May 11 | 111 | May 9 | 112 | May 11 | 115 | 116 |
| Do., do., registered | 117¾ | Feb 7 | 117¾ | Feb 7 | 117¾ | Feb 7 | .. | .. |
| Do., extension 4s, 1886-1926 | 107 | Feb 4 | 104 | Mar 8 | 105½ | June 24 | 105½ | 107½ |
| Do., registered | 103 | Jun 10 | 103 | Jun 10 | 103 | June 10 | .. | .. |
| Do., gen. 3½s, 1987 | 102 | Jun 11 | 99 | May 16 | 102 | July 13 | .. | — |
| Escanaba & Lake Sup. 1st 6s, 1901 | 107¾ | May 26 | 106 | Apr 21 | 107¾ | May 26 | .. | .. |
| Chicago & Milwaukee 1st 7s, 1898 | 102½ | Apr 12 | 101½ | Jan 3 | 102½ | Apr 12 | .. | .. |
| Winona & St. Peters 2d 7s, 1907 | .. | .... | .. | .... | 127 | Au 17, 96 | .. | .. |
| Milwaukee & Madison 1st 6s, 1905 | 117 | Jan 12 | 117 | Jan 12 | 117 | Jan 12 | .. | — |
| Ottumwa, C. F. & St. P. 1st 5s, 1909 | 109 | Mar 3 | 109 | Mar 3 | 109 | Mar 3 | .. | .. |
| Northern Illinois 1st 5s, 1910 | 105 | Apr 22 | 105 | Apr 22 | 105 | Apr 22 | .. | .. |
| Mil., L. S. & West. 1st g. 6s, 1921 | 137 | Jan 6 | 132½ | May 21 | 135½ | July 23 | .. | .. |
| Do., conv. deb. g. 5s, 1907 | .. | .... | .. | .... | 105½ | Fe 24, 97 | .. | .. |
| Do., ext. & imp. sk. fd. g. 5s, 1929 | 117½ | Feb 24 | 113½ | May 26 | 113½ | June 6 | 115 | .. |
| Do., Michigan Div. 1st g. 6s, 1924 | 134 | Mar 22 | 133 | Mar 22 | 134 | Mar 23 | 130 | .. |
| Do., Ashland Div. 1st g. 6s, 1925 | 135 | Feb 26 | 133 | May 19 | 133 | May 19 | 130 | .. |
| Do., incomes, 1911 | 113 | Apr 21 | 112 | Apr 26 | 112 | Apr 26 | .. | .. |
| Chicago, Rock I. & Pacific 6s, 1917 | 132 | Apr 21 | 130 | Mar 11 | 132 | June 30 | 129½ | .. |
| Do., do., registered | 131½ | Jan 29 | 128 | Apr 2 | 129 | July 19 | 127 | .. |
| Do., debenture 5s, 1921 | 107½ | Feb 2 | 104¾ | Mar 25 | 107 | July 22 | .. | .. |
| Do., gen. g. 4s, 1988 | 105⅝ | Jun 29 | 102¾ | May 7 | 103⅞ | July 23 | 103⅞ | 104½ |
| Do., do., registered | 103½ | May 11 | 103½ | May 11 | 103½ | May 11 | .. | — |
| Des Moines & Ft. Dodge 1st 4s, 1905 | [illegible] | Feb 4 | [illegible] | Jan 15 | [illegible] | Feb 14 | — | — |
| Do., 1st 2½s, 1905 | [illegible] | Feb 11 | [illegible] | Jan 10 | [illegible] | Feb [illegible] | — | — |
| Do., extension 4s, 1905 | .. | .... | .. | .... | [illegible] | Mr [illegible], 97 | .. | .. |
| Keokuk & Des Moines 1st 5s, 1923 | [illegible] | Feb 17 | 108 | Apr 21 | 107 | July 11 | — | — |
| Do., do., small | .. | .... | .. | .... | 100 | Ap 15, 97 | — | — |
| Chic., St. P., Minn. & Om. con. 6s, 1930 | [illegible] | Jan 26 | 130½ | Apr 25 | [illegible] | July [illegible] | .. | .. |
| Chi., St. P. & M. 1st g. 6s, 1918 | [illegible] | Feb 15 | [illegible] | May 12 | [illegible] | July [illegible] | .. | .. |
| St. P. & Sioux City 1st g. 6s, 1919 | [illegible] | Jan 29 | 128 | Apr 16 | [illegible] | July [illegible] | .. | .. |
| Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919 | .. | .... | .. | .... | 106 | Jly [illegible], 97 | .. | .. |
| Do., gen. g. 6s, 1932 | [illegible] | Feb 17 | 117½ | Apr 1 | [illegible] | July 14 | 118½ | .. |
| Chicago Term. & Trans. 4s, 1947 | 87¾ | Feb 7 | [illegible] | Mar 26 | 86¾ | July 22 | 86 | 86½ |
| Chi. & West Mich. Ry 5s, 1921 | — | .... | .. | .... | [illegible] | Nov., [illegible] | .. | .. |
| Cin., Ham. & Dayton con. sk. fd. 7s, 1905 | .. | .... | .. | .... | 119 | Oct [illegible], 97 | .. | .. |
| Do., 2d g. 4½s, 1937 | .. | .... | .. | .... | 103½ | Mr 18, 97 | .. | .. |
| Cin., Day. & Ironton 1st gtd. g. 5s, 1941 | 111½ | Feb 11 | 107½ | May 10 | 110 | July 15 | .. | .. |
| City & Sub. Ry Balt. 1st g. 5s, 1922 | .. | .... | .. | .... | 106½ | Apr., 95 | .. | .. |
| Clev. & Can. Tr. Co. cts. for 1st 5s, 1917 | 73½ | Feb 4 | [illegible] | May 5 | 70 | June 10 | 68 | 70 |
| Clev., Cin., Chi. & St. L. gen. g. 4s, 1993 | [illegible] | May 13 | [illegible] | May 12 | 82 | June 29 | .. | .. |
| Do., Cairo Div. 1st g. 4s, 1939 | 90 | Jan 13 | 85 | Jun 6 | 85 | Jun 6 | .. | .. |
| St. Louis Div. 1st col. trust g. 4s, 1990 | 95½ | Feb 14 | 90¼ | May 9 | 96¾ | July 21 | 95 | .. |
| Do., do., registered | 95 | Mar 15 | 90 | Mar 24 | 90 | Mar 24 | .. | .. |
| Spring & Col. Div. 1st g. 4s, 1940 | .. | .... | .. | .... | 87 | Oct., 95 | .. | .. |
| White W. Val. Div. 1st g. 4s, 1940 | 85½ | Jan 13 | 80 | Jun 13 | 80 | June 13 | .. | — |
| Cin., Wab. & Mich. Div. 1st g. 4s, 1991 | 90 | Mar 9 | 89 | Feb 25 | 90 | Apr 13 | .. | .. |
| Cin., Ind., St. L. & C. 1st g. 4s, 1936 | 102 | Feb 11 | 98¾ | May 17 | 99½ | May 25 | 101 | .. |
| Do., con. 6s, 1920 | — | .... | .. | .... | 109 | Nov, 94 | — | .. |
| Cin., San. & Clev. con. 1st g. 5s, 1928 | .. | .... | — | .... | 114 | Oct 1, 97 | .. | .. |
| Ind., Bloom. & West. 1st pf. 7s, 1900 | .. | .... | .. | .... | 107½ | Fe 19, 97 | .. | .. |
| Peoria & Eastern 1st con. 4s, 1940 | 79 | Jul 6 | 70 | Mar 14 | 78½ | July 11 | .. | 78 |
| Do., income 4s, 1990 | 19 | Jun 21 | 14 | May 7 | 16½ | July 20 | .. | .. |
| C., C., C. & Ind. 1st sk. fd. 7s, 1899 | 105½ | Mar 5 | 102 | May 9 | 103½ | July 6 | .. | .. |
| Do., con. 7s, 1914 | 137 | Jan 17 | 131¼ | Jun 4 | 134 | July 18 | .. | — |
| Do., gen. con. g. 6s, 1934 | 127¾ | May 11 | 127¾ | May 11 | 127¾ | May 11 | .. | .. |
| Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901 | .. | .... | .. | .... | 107½ | Oct 16, 97 | .. | .. |
| Clev., Lor. & Wheel. 1st con. g. 5s, 1933 | 106 | May 10 | 100 | Mar 18 | 106 | May 10 | .. | .. |
| Clev. & Mahoning Val. g. 5s, 1938 | .. | .... | .. | .... | 120¼ | July, 96 | 119 | .. |
| Colorado Midland Ry 1st 2-3-4s, 1947 | 60 | May 5 | 56 | May 26 | 56 | July 22 | 55 | 57 |
| Col., Hock. Val. & Tol. con. g. 5s, 1931 | .. | .... | .. | .... | 68½ | My 15, 97 | .. | .. |
| Do., J.P.M. & Co. eng. cts., $65 paid | 80 | Jun 29 | 70½ | Apr 21 | 78 | July 22 | 77½ | — |
| Do., gen. g. 6s, 1904 | 61 | Feb 14 | 54 | Jan 11 | 61 | Feb 14 | 58 | — |
| Con. & Passumpsic Riv. 1st g. 4s, 1943 | .. | .... | .. | .... | 102 | Dec., 95 | .. | — |
| Del., Lack. & West. 7s, 1907 | 123 | Jan 15 | 122 | Apr 4 | 122 | Apr 4 | .. | .. |
| Syra., Bing. & N. Y. 7s, 1906 | 126 | Jul 22 | 125½ | Jan 8 | 126 | July 23 | .. | .. |
| Morris & Essex 1st 7s, 1914 | 144 | Jan 4 | 137½ | May 21 | 140 | July 18 | .. | .. |
| Do., 7s, 1900 | .. | .... | .. | .... | 109 | No 23, 97 | .. | .. |
| Do., 7s, 1871-1901 | 113½ | Feb 28 | 107 | Apr 21 | 110½ | June 30 | .. | .. |
| Do., 1st con. gtd. 7s, 1915 | 142½ | May 28 | 136 | Apr 18 | 139 | June 30 | 139 | .. |
| Do., registered | .. | .... | .. | .... | 138 | July, 92 | .. | .. |
| N. Y., Lack. & West. 1st 6s, 1921 | 138¾ | Jan 20 | 136¾ | July 8 | 136¾ | July 8 | .. | .. |
| Do., construction 5s, 1923 | — | .... | .. | .... | 118½ | No 17, 87 | .. | .. |
| Warren 2d 7s, 1900 | .. | .... | .. | .... | 112 | May, 96 | .. | .. |
| Del. & Hud. 1st Penn. Div. 7s, 1917 | 143 | May 7 | 143 | May 7 | 143 | May 7 | .. | — |
| Do., do., registered | .. | .... | .. | .... | 143 | May 4, 97 | .. | .. |
| Alb. & Sus. 1st con. gtd. 7s, 1906 | 125½ | Jan 25 | 120½ | May 6 | 123½ | July 23 | 122 | .. |
| Do., g. 6s, 1906 | 118½ | Jan 27 | 110 | Apr 21 | 115 | June 21 | 115¼ | .. |
| Do., do., registered | .. | .... | .. | .... | 116½ | Mr 22, 97 | .. | .. |
| Ren. & Saratoga 1st 7s, 1921 | .. | .... | .. | .... | 148¾ | Au 18, 97 | .. | .. |
| Do., do., registered | 145 | Feb 18 | 141 | May 6 | 141 | May 6 | 142 | .. |
| Den. & Rio Gr. 1st con. g. 4s, 1936 | 95¾ | Feb 2 | 89 | Apr 8 | 95 | July 22 | 94¾ | 95 |
| Do., 1st g. 7s, 1900 | 110½ | Feb 11 | 108 | Apr 5 | 109 | July 20 | .. | .. |
| Do., improvement g. 5s, 1928 | 94½ | Jul 23 | 85½ | Jan 8 | 94½ | July 23 | 93¾ | 96 |
| Des Moines Union 1st g. 5s, 1917 | 100 | Mar 30 | 97 | Jan 6 | 99¾ | June 6 | 97 | .. |
| Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911 | 17½ | Jan 12 | 16¼ | Jun 8 | 17¾ | July 23 | 17 | 18 |
| Duluth & Iron Range 1st 5s, 1937 | 107¾ | Mar 9 | 104 | Jan 3 | 105¾ | July 1 | 104 | 105½ |
| Duluth, Red Wing & So. 1st 5s, 1928 | 92¼ | Feb 11 | 92¼ | Feb 11 | 92¼ | Feb 11 | .. | .. |
| Duluth, So. Shore & Atlantic g. 5s, 1937 | 107 | Mar 8 | 101 | May 2 | 107 | June 8 | .. | — |
| Erie 1st ext. g. 4s, 1947 | 116 | Feb 2 | 112½ | Jan 4 | 112½ | July 5 | 111½ | 114 |
| Do., 2d ext. g. 5s, 1919 | 117½ | Jun 7 | 116½ | May 20 | 117½ | June 7 | 118 | .. |
| Do., 3d ext. g. 4½s, 1923 | 111½ | Jun 3 | 108 | Apr 11 | 111½ | June 27 | 112 | .. |
| Do., 4th ext. g. 5s, 1920 | 118 | Jun 7 | 113 | May 23 | 117 | June 28 | 116½ | .. |
| Do., 5th ext. g. 4s, 1928 | 105 | May 23 | 104½ | Feb 21 | 104½ | June 3 | .. | .. |
| Do., 1st con. g. 7s, 1920 | 147¾ | Feb 11 | 138 | May 6 | 143 | July 19 | 142 | .. |
| Do., 1st con. g. fund. 7s, 1920 | 148 | Jan 13 | 140 | May 27 | 141 | June 25 | .. | .. |
| Long Dock con. g. 6s, 1935 | 139 | Feb 25 | 133½ | Apr 12 | 137 | July 7 | .. | 139 |
| Buffalo, N. Y. & Erie 1st 7s, 1916 | 133 | Jun 6 | 133 | Jun 6 | 133 | June 6 | .. | .. |
| Jefferson R.R. 1st gtd. g. 5s, 1909 | 106 | Feb 11 | 106 | Feb 11 | 106 | Feb 11 | 104 | .. |
| Chicago & Erie 1st g. 5s, 1982 | 113 | Feb 10 | 108 | May 2 | 111½ | July 7 | 111 | 113 |
| N.Y., L.E. & W. 1st cur. 6s, 1913 | .. | .... | .. | .... | 102 | Aug., 96 | .. | .. |
| N.Y. & Greenw'd Lake gtd. g. 5s, 1946 | .. | .... | .. | .... | 105½ | Oct 2, 97 | .. | .. |
| Erie R.R. 1st con. g. 4s, prior bds., 1996 | 93 | Feb 7 | 84¾ | Apr 26 | 91½ | July 23 | 91¼ | 91½ |
| Do., 1st con. gen. lien g. 3-4s, 1996 | 75 | Jun 8 | 66 | Apr 28 | 73¼ | July 22 | .. | .. |
| N. Y., Sus. & W. 1st refdg. 5s, 1937 | 108⅝ | Feb 11 | 99 | Apr 27 | 108 | June 23 | .. | .. |
| Do., 2d g. 4½s, 1937 | 92 | Jul 14 | 84¾ | Jan 6 | 92 | July 15 | .. | .. |
| Do., gen. g. 5s, 1940 | 98 | Feb 7 | 83 | Apr 23 | 91½ | July 22 | .. | .. |
| Do., terminal 1st g. 5s, 1943 | 111½ | Jan 28 | 110 | Apr 15 | 110 | Apr 29 | 108⅞ | .. |
| Wilk. & East. 1st gtd. g. 5s, 1942 | 101⅞ | Feb 8 | 93¼ | Jan 3 | 98 | July 21 | .. | .. |
| Midland R. of N. J. 1st g. 6s, 1910 | 121 | Jan 4 | 116 | Apr 18 | 120 | July 8 | .. | .. |
| Eureka Springs 1st g. 6s, 1933 | .. | .... | .. | .... | 65 | No 10, 97 | .. | .. |
| Evansville & T. H. 1st con. g. 6s, 1921 | 118 | Jun 24 | 112 | May 20 | 114 | July 20 | 114 | .. |
| Do., 1st gen. g. 5s, 1942 | 86½ | May 31 | 82 | Apr 13 | 84 | July 22 | .. | .. |
| Do., Mt. Vernon 1st g. 6s, 1923 | .. | .... | — | .... | 110 | May, 93 | — | .. |
| Do., Sul. Co. Brch. 1st g. 5s, 1930 | .. | .... | .. | .... | 110 | Sept., 91 | .. | .. |
| Evans. & Ind. 1st con. gtd. g. 6s, 1926 | 78 | Feb 14 | 77½ | Feb 16 | 77½ | Feb 16 | .. | .. |
| Flint & Pere Marq. g. 6s, 1920 | 117 | Feb 9 | 110 | May 2 | 116 | July 18 | 114 | .. |
| Do., 1st con. g. 5s, 1939 | 95 | Feb 8 | 85 | Apr 29 | 93 | July 15 | .. | 93¼ |
| Do., Pt. Huron d. 1st g. 5s, 1939 | 92½ | Mar 4 | 83 | Jan 5 | 91 | July 20 | .. | 91 |
| Fla. Cent. & Peninsular 1st g. 5s, 1918 | — | .... | — | .... | 103 | Au 14, 97 | .. | .. |
| Do., con. g. 5s, 1943 | .. | .... | .. | .... | 80½ | May, 96 | .. | .. |
| Fort St. Un. Depot Co. 1st g. 4½s, 1941 | 105 | Mar 11 | 105 | Mar 11 | 105 | Mar 11 | .. | .. |
| Ft. Worth & Den. City 1st g. 4-6s, 1921 | 75½ | Jun 29 | 65 | Mar 17 | 73½ | July 23 | 73 | 73¾ |
| Ft. Worth & Rio Gr. 1st g. 3-4s, 1928 | 59½ | Feb 1 | 54½ | Jan 5 | 59½ | July 23 | 59½ | 60 |
| Gal., H. & H. 1st 5s, 1913 | 92½ | Jun 10 | 88¾ | Jan 26 | 92 | July 9 | 91½ | 93 |
| Georgia & Ala. Ry 1st pf. g. 5s, 1945 | 88 | Jul 18 | 88 | Jul 18 | 88 | July 18 | .. | .. |
| Ga., Car. & North. 1st gtd. g. 5s, 1929 | 92 | Jul 8 | 92 | Jul 8 | 92 | July 8 | .. | — |
| Green Bay & West. deb. certs., A | 49 | Jan 27 | 40¼ | Jun 23 | 44¾ | July 23 | — | .. |
| Greeen Bay & West. deb. certs., B | 6½ | Jan 26 | 3½ | Jul 9 | 5¾ | July 13 | .. | .. |
| Houston, E. & W. Texas 1st g. 5s, 1933 | 92 | Jul 23 | 88 | Jun 9 | 92 | July 23 | 91 | 92½ |
| Illinois Central 1st g. 4s, 1951 | 115 | Mar 10 | 113½ | Feb 14 | 115 | Mar 10 | .. | — |
| Do., do., registered | 108½ | Jun 2 | 108½ | Jun 2 | 108½ | June 2 | .. | .. |
| Do., 1st g. 3½s, 1951 | 105 | Mar 16 | 105 | Mar 16 | 105 | Mar 16 | .. | .. |
| Do., registered | 102½ | Apr 15 | 101 | Apr 24 | 102½ | Apr 15 | .. | .. |
| Do., g. 4s, 1952 | 104 | Jul 8 | 100 | May 6 | 104 | July 8 | .. | .. |
| Do., do., registered | 103 | Jan 25 | 103 | Jan 25 | 103 | Apr 15 | .. | .. |
| Do., g. 4s, 1953 | 102¼ | Feb 2 | 97½ | Apr 29 | 101¾ | July 18 | .. | .. |
| Do., 2-10s, g. 4s, 1904 | .. | .... | .. | .... | 100½ | Jan 4, 97 | .. | — |
| Do., Western Line 1st g. 4s, 1951 | 105 | Jan 28 | 101 | May 20 | 105 | July 1 | .. | .. |
| Do., Louisville Div. g. 3½s, 1953 | 94½ | Jul 12 | 92⅝ | Jul 12 | 92⅝ | July 12 | .. | .. |
| Do., Cairo Bridge g. 4s, 1950 | .. | .... | .. | .... | 102½ | Sept., 96 | .. | — |
| Do., Middle Div. registered 5s, 1921 | .. | .... | .. | .... | 116½ | Aug., 95 | .. | .. |
| Chi., St. L. & New Orl. g. 5s, 1951 | 123¼ | Feb 15 | 115½ | Apr 23 | 121½ | July 8 | .. | .. |
| Do., registered | .. | .... | .. | .... | 118½ | Apr 1, 97 | .. | .. |
| Do., Memphis Div. 1st g. 4s, 1951 | 103½ | Jan 24 | 103½ | Jan 24 | 103½ | Jan 24 | .. | .. |
| St. L., A. & T. H. 1st & ter. g. 5s, 1914 | .. | .... | .. | .... | 105 | De 28, 97 | .. | .. |
| Belleville & Carodt. 1st 6s, 1923 | .. | .... | .. | .... | 115 | Ja 22, 96 | 113 | .. |
| St. Louis South. 1st gtd. g. 4s, 1931 | .. | .... | .. | .... | 90 | No 12, 97 | 92 | .. |
| Ind., Dec. & W. 1st g. 5s, 1935 | 104 | Jan 10 | 97 | May 2 | 100¼ | July 7 | 101 | 102½ |
| Ind., Illinois & Iowa 1st g. 4s, 1939 | 88 | Jan 4 | 86 | Jan 22 | 86 | Jan 22 | .. | .. |
| Do., 1st ext. g. 5s, [illegible] | .. | .... | .. | .... | 94¼ | Nov., 95 | .. | .. |
| Int. & Gt. North. 1st g. 6s, [illegible] | 123¼ | Jan 13 | 116 | May 6 | 120 | July 22 | .. | .. |
| Do., 2d g. 5s, 1909 | 90 | Feb 3 | 78 | Mar 23 | 86 | July 22 | .. | .. |
| Do., 3d g. 4s, 1921 | 60 | Feb 7 | 44 | Jan 14 | 58 | July 13 | .. | .. |
| Iowa Central 1st g. 5s, [illegible] | 103½ | Feb 19 | 97 | Mar 28 | 102 | July 22 | 101½ | 102 |
| K. C., P. & Gulf 1st & col. g. 5s, [illegible] | [illegible] | Feb 14 | 65 | Apr 28 | 73 | July 22 | 72½ | 73¼ |
| Kings Co. El., Ser. A, 1st g. 5s, [illegible] | [illegible] | Jul 8 | 40 | Apr 28 | 57 | July 20 | 53 | 58 |
| Fulton El. 1st gtd. g. 5s, Ser. A, [illegible] | [illegible] | Jul 9 | 35 | Mar 11 | 49 | July 9 | .. | .. |
| Lake Erie & West. 1st g. 5s, 1937 | [illegible] | Feb 9 | 115 | May 10 | 116 | May 20 | .. | .. |
| Do., 2d g. 5s, 1941 | [illegible] | Jun 10 | 95 | Apr 29 | 100½ | July 22 | 99 | .. |
| Northern Ohio 1st gtd. g. 5s, 1945 | 102 | Jun 4 | 100½ | Jan 6 | 102 | June 4 | .. | .. |
| Lake Shore & Michigan Southern— | | | | | | | | |
| Detroit, Mon. & Tol. 1st 7s, 1906 | 121 | Apr 28 | 121 | Apr 28 | 121 | Apr 28 | .. | .. |
| Lake Shore Div. 7s, 1899 | 106½ | Feb 11 | 106 | Jan 14 | 106 | Feb 15 | 103 | .. |
| Do., con. 1st 7s, 1900 | 110 | Mar 9 | 107 | Apr [illegible] | 109 | May 25 | 105⅝ | .. |
| Do., do., registered | 109⅝ | Feb 9 | 105½ | Jun 30 | 105½ | July 19 | 105¼ | 106 |
| Do., con. 2d 7s, 1903 | 120½ | Feb 23 | 115¾ | Jun 16 | 115¾ | June 30 | 115½ | .. |
| Do., do., registered | 119¼ | Mar 1 | 115¾ | Jun 16 | 115¾ | June 16 | 115½ | .. |
| Do., g. 3½s, 1997 | 106⅝ | Jan 18 | 102 | Apr 7 | 104½ | July 18 | .. | .. |
| Do., do., registered | 106 | Feb 21 | 103 | Mar 29 | 103 | Mar 29 | .. | .. |
| Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901 | .. | .... | .. | .... | 108¼ | Dec 1, 97 | .. | .. |
| Mahoning Coal R.R. 1st 5s, 1934 | .. | .... | .. | .... | 125 | Dec 9, 97 | .. | — |
| Leh. Val. N. Y. 1st gtd. g. 4½s, 1940 | 104¾ | Feb 17 | 99 | Apr 29 | 102½ | July 8 | .. | .. |
| Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941 | 112½ | Feb 16 | 107 | Apr 20 | 107 | Apr 20 | 111 | .. |
| Do., do., registered | .. | .... | .. | .... | 110 | No 26, 97 | .. | .. |
| Leh. Val. Coal Co. 1st gtd. g. 5s, 1933 | 92½ | Mar 22 | 92½ | Mar 22 | 92½ | Mar 22 | .. | .. |
| Leh. & N. Y. 1st gtd. g. 4s, 1945 | 92 | Feb 18 | 92 | Feb 18 | 92 | Feb 23 | .. | .. |
| El., Cor. & Nor. g. 1st pf. 6s, 1914 | .. | .... | .. | .... | 99½ | Feb., 93 | .. | .. |
| Do., g. gtd. 5s, 1914 | .. | .... | .. | .... | 101 | Sep 16, 97 | .. | .. |
| Litch., Car. & W. 1st g. 6s, 1916 | .. | .... | .. | .... | 95 | Feb., 93 | .. | .. |
| L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937 | .. | .... | .. | .... | 25 | Apr., 96 | .. | .. |
| Long Island 1st con. g. 5s, 1931 | 120 | Feb 2 | 117 | May 13 | 119½ | June 28 | .. | .. |
| Do., gen. g. 4s, 1938 | 90 | Jun 11 | 85¼ | Jan 12 | 90 | June 23 | 89 | .. |
| Do., ferry g. 4½s, 1922 | 90 | Jan 31 | 86¾ | Apr 1 | 86¾ | Apr 6 | .. | .. |
| N. Y. & Rockaway B. 1st g. 5s, 1927 | .. | .... | .. | .... | 100 | My 25, 97 | .. | .. |
| Do., 2d income, 1927 | .. | .... | .. | .... | 40 | Mar., 96 | .. | .. |
| N. Y., B. & Man. B. 1st con. g. 5s, 1935 | .. | .... | .. | .... | 107½ | De 15, 97 | .. | .. |
| L. I., N. Sh. 1st con. gtd. g. 5s, 1932 | .. | .... | .. | .... | 103½ | June, 95 | .. | .. |
| L., E. & St. L. 1st con. g. 5s, 1939, t. r. | 36 | Jun 10 | 32 | Jan 6 | 33½ | June 21 | .. | .. |
| Do., gen. g. 4s, 1943 | .. | .... | .. | .... | 9½ | Au 21, 97 | .. | .. |
| Louisv. & Nashv., Cecilian Br. 7s, 1907 | .. | .... | .. | .... | 106 | No 11, 97 | 106 | .. |
| Do., N. O. & Mobile 1st g. 6s, 1930 | 124½ | May 31 | 120⅝ | Jan 6 | 122 | July 18 | 121 | 123 |
| Do., do., 2d g. 6s, 1930 | 107½ | Feb 2 | 106 | Jul 19 | 106 | July 19 | .. | .. |
| Do., E. H. & Nashville 1st g. 6s, 1919 | 117 | Feb 9 | 113 | Mar 29 | 113¼ | June 29 | .. | .. |
| Do., gen. g. 6s, 1930 | 120½ | May 27 | 116½ | Apr 21 | 118 | July 21 | .. | .. |
| Do., Pensacola Div. g. 6s, 1920 | .. | .... | .. | .... | 103½ | Sep 24, 97 | .. | .. |

| | Range for Year 1898. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Highest. | | Lowest. | | Last Sale. | | Bid. | As'd. |
| Do., St. Louis Div. 1st g. 6s, 1921 | .. | .... | .. | .... | 121 | Jly 12,97 | .. | .. |
| Do., do., 2d g. 3s, 1980 | .. | .... | .. | .... | 67 | May, 95 | .. | .. |
| Do., Nashville & Dec. 1st 7s, 1900 | 105 | Jul 1 | 105 | Jul 1 | 105 | July 20 | .. | .. |
| Do., sk. fd. (S. & N. Ala.) g. 6s,1910 | .. | .... | .. | .... | 94¼ | Jan., 92 | .. | .. |
| Do., gold 5s, 1937 | 104½ | Feb 8 | 100½ | May 6 | 104 | July 15 | .. | .. |
| Do., unified g. 4s, 1940 | 91½ | Feb 11 | 83 | Apr 25 | 88¼ | July 21 | 88⅛ | 88½ |
| Do., Pens. & Atl. 1st gtd. g. 6s,1921 | 109 | Jan 8 | 99 | Apr 21 | 105 | June 25 | .. | .. |
| Do., collateral trust g. 5s, 1931 | 108¾ | Feb 24 | 101½ | Apr 6 | 103 | June 8 | .. | .. |
| Do., Mob. & Mont. 1st g. 4½s, 1945 | 109½ | Jul 18 | 108 | May 5 | 109½ | July 18 | .. | .. |
| N., F. & S. 1st gtd. g. 5s, 1937 | 97 | Jul 22 | 87½ | Apr 5 | 97 | July 22 | .. | .. |
| South & North A. con. gtd. g. 5s,1936 | 101 | Jun 2 | 94 | Feb 5 | 100¾ | July 18 | .. | .. |
| Kentucky Central g. 4s, 1987 | 91 | Feb 14 | 85 | Apr 12 | 90 | July 21 | .. | .. |
| Louis, Railway Co. 1st con. g. 5s,1930 | 109 | Mar 19 | 103 | Mar 9 | 109 | Mar 19 | .. | .. |
| L. & N. L., C. & Lex. g. 4½s, 1931 | 103 | Jan 18 | 103 | Jan 18 | 103 | Jan 18 | .. | .. |
| Manhattan R'way con. g. 4s, 1990 | 98½ | Jan 13 | 90 | Apr 23 | 96⅝ | July 23 | .. | .. |
| Met. Elevated 1st g. 6s, 1908 | 119½ | Feb 8 | 114⅛ | Apr 6 | 116 | July 6 | 116 | 116¾ |
| Do., 2d 6s, 1899 | 105 | Jan 26 | 101 | May 5 | 102¾ | July 19 | .. | .. |
| Metro. St. Ry gen. cl. tr. g. 5s, 1997 | 116¼ | Jan 14 | 108½ | Apr 28 | 114½ | July 19 | .. | .. |
| B'way & 7th Av. 1st con. g. 5s, 1943 | 122½ | Jan 14 | 114½ | Apr 25 | 120 | July 21 | .. | .. |
| Col. & 9th Av. 1st gtd. g. 5s, 1993 | 123¼ | Jan 14 | 116 | Apr 21 | 120½ | July 21 | 120½ | 121 |
| Lex. Av. & Pav. F. 1st gtd. g. 5s,1993 | 123¼ | Jan 12 | 117 | Mar 12 | 120 | July 1 | 121¼ | .. |
| Mexican Central con g. 4s, 1911 | 66 | Feb 10 | 63 | Apr 25 | 63 | Apr 25 | .. | .. |
| Do., 1st con. income g. 3s, 1939 | .. | .... | .. | .... | 39 | Apr., 90 | .. | .. |
| Do., 2d con. income g. 3s, 1939 | .. | .... | .. | .... | 11⅛ | Sep 16,96 | .. | .. |
| Mexican Inter. 1st con. g. 4s, 1977 | 76½ | Jul 20 | 70⅜ | Feb 10 | 76¼ | July 23 | .. | .. |
| Mexican National 1st g. 6s, 1927 | .. | .... | .. | .... | 90 | Mar., 96 | .. | .. |
| Do., 2d income g. 6s, A, 1917 | .. | .... | .. | .... | 42⅝ | No 12, 96 | .. | .. |
| Do., 2d income g. 6s, B, 1917 | .. | .... | .. | .... | 13 | Jly 9, 97 | .. | .. |
| Mexican Northern 1st g. 6s, 1910 | .. | .... | .. | .... | 100 | Ja 30, 97 | 97 | 98 |
| Michigan Central 1st con. 7s, 1902 | 123 | Jan 28 | 110 | May 16 | 114¼ | July 22 | .. | .. |
| Do., 1st con. 5s, 1902 | 106⅝ | Feb 1 | 102½ | May 25 | 102½ | May 25 | .. | .. |
| Do., 6s, 1909 | 122 | Feb 25 | 122 | Feb 25 | 122 | Feb 25 | .. | .. |
| Do., 5s, 1931 | 127 | Jan 10 | 121 | Apr 26 | 121¼ | June 21 | .. | .. |
| Do., do., registered | 125½ | Jan 20 | 125½ | Jan 20 | 125½ | Jan 20 | .. | .. |
| Do., 4s, 1940 | 106 | Feb 25 | 106 | Feb 25 | 106 | Feb 25 | .. | .. |
| Minneapolis & St. Louis 1st g. 7s, 1927 | .. | .... | .. | .... | 143 | Jly 22, 97 | .. | .. |
| Do., 1st con. g. 5s, 1934 | 108¼ | Feb 1 | 100½ | Apr 26 | 106⅞ | July 18 | .. | .. |
| Do., Iowa ext. 1st g. 7s, 1909 | .. | .... | .. | .... | 127 | No 22, 97 | .. | .. |
| Do., Southwest. ext. 1st g. 7s, 1910 | .. | .... | .. | .... | 129 | May, 96 | .. | .. |
| Do., Pacific ext. 1st g. 6s, 1921 | .. | .... | .. | .... | 121¼ | Au 31, 97 | .. | .. |
| Mo., K. & T. 1st g. 4s, 1990 | 91⅝ | Feb 4 | 82¾ | Apr 25 | 89⅝ | July 23 | 89⅝ | 89¾ |
| Do., 2d g. 4s, 1990 | 67½ | Jan 27 | 57 | Mar 25 | 65⅝ | July 23 | 65½ | 65¾ |
| Do., 1st ext. g. 5s, 1944 | 83⅜ | Jan 28 | 83⅜ | Jan 28 | 83⅜ | Jan 28 | .. | 88 |
| Mo., K. & T. of T. 1st gtd. g. 5s, 1942 | 85½ | Feb 18 | 80 | Mar 12 | 82½ | July 19 | .. | .. |
| Kansas City & Pac. 1st g. 4s, 1990 | 75 | Jul 9 | 71 | Jan 4 | 74 | July 22 | 74 | 76 |
| Dallas & Waco 1st gtd. g. 5s, 1940 | 84¼ | Feb 18 | 75 | Apr 25 | 80 | May 13 | .. | .. |
| Mo. Kan. & East. 1st gtd. g. 5s, 1942 | 99½ | Feb 14 | 93½ | Apr 1 | 99 | July 18 | 98½ | 99½ |
| Missouri Pacific 1st con. g. 6s, 1920 | 103¾ | Jul 11 | 93 | Mar 26 | 103¾ | July 23 | 103½ | 103¾ |
| Do., 3d 7s, 1906 | 112 | Jul 13 | 103½ | Apr 26 | 112 | July 13 | 108 | 112 |
| Do., trust g. 5s, 1917 | 80 | Jul 14 | 65½ | Jan 19 | 80 | July 23 | 78 | 80 |
| Do., 1st col. g. 5s, 1920 | 77 | Jul 21 | 60 | Apr 28 | 77 | July 23 | 76½ | 77½ |
| Pacific R. of Mo. 1st ext. g. 4s, 1938 | 106 | Jan 31 | 100 | May 3 | 103⅜ | July 8 | .. | .. |
| Do., 2d ext. g. 5s, 1938 | 109 | Jun 30 | 106¼ | July 7 | 106¼ | July 7 | .. | .. |
| St. L. & I. Mt. 1st ext. 4½s, 1947 | 110½ | Jan 7 | 107½ | Feb 7 | 108 | May 28 | .. | .. |
| Do., 2d ext. g. 5s, 1946 | 106½ | Jun 4 | 102½ | May 5 | 103½ | July 15 | .. | .. |
| Do., Arkans. Br. ext. g. 5s, 1935 | 108 | Feb 8 | 102 | Mar 26 | 106½ | June 24 | .. | .. |
| Do., gen. con. ry. & ld. grt.g.5s,1931 | 100½ | Jul 22 | 86 | Apr 6 | 99½ | July 23 | 98¾ | 99¼ |
| Do., gen. con. stpd. gtd. g. 5s, 1931 | 97 | Jul 9 | 86 | Feb 26 | 97 | July 9 | .. | .. |
| Mobile & Ohio new g. 6s, 1927 | 123 | Feb 7 | 118½ | May 24 | 120¾ | July 18 | 120 | .. |
| Do., 1st extension g. 6s, 1927 | .. | .... | .. | .... | 119 | Dec 6, 97 | .. | .. |
| Do., gen. g. 4s, 1938 | 80½ | Feb 5 | 70 | Apr 26 | 78 | July 22 | .. | .. |
| Montgomery Div. 1st g. 5s, 1947 | 100 | Jul 9 | 97½ | May 27 | 99⅝ | July 22 | .. | .. |
| St. Louis & Cairo gtd. g. 4s. 1931 | .. | .... | .. | .... | 84 | April, 96 | .. | .. |
| Nash., Chat. & St. L. 1st 7s, 1913 | 131½ | May 23 | 128 | Apr 4 | 131⅝ | May 24 | 128 | 130 |
| Do., 2d 6s, 1901 | .. | .... | .. | .... | 105⅝ | De 17, 97 | .. | .. |
| Do., 1st con. g. 5s, 1928 | 105 | Feb 10 | 100 | Apr 8 | 102½ | July 23 | .. | .. |
| Do., 1st 6s, McM., M. W. & Al.,1917 | .. | .... | .. | .... | 108 | Mar., 96 | 113 | 115 |
| No. O. & N. East. pr. lien 6s, 1915 | .. | .... | .. | .... | 108½ | Aug., 94 | .. | .. |
| N. Y. Cent. & H. R. 1st 7s, 1903 | 119½ | Jun 23 | 113¼ | Apr 21 | 115½ | July 13 | 115⅝ | .. |
| Do., do., registered | 118 | May 31 | 113½ | Apr 20 | 115½ | June 29 | 115½ | .. |
| Do., debenture 5s of 1884-1904 | 112 | Feb 23 | 106 | Apr 21 | 110⅛ | June 30 | 110⅛ | .. |
| Do., do., registered | 111¾ | Feb 8 | 106 | Apr 1 | 110⅝ | July 15 | 110⅛ | .. |
| Do., reg. debenture 5s of 1889-1904 | 108¾ | Feb 19 | 108½ | Feb 21 | 108½ | Feb 21 | 110⅛ | .. |
| Do., debenture g. 4s, 1890-1905 | 105 | Feb 9 | 102 | Apr 9 | 104¼ | June 30 | 104⅛ | .. |
| Do., do., registered | 104¾ | Feb 5 | 104¾ | Feb 5 | 104¾ | Feb 5 | 104⅛ | .. |
| Do., deb. certs., ext. g. 4s, 1905 | 105⅛ | May 31 | 100½ | May 6 | 104⅝ | July 8 | 104½ | .. |
| Do., registered | 105 | Feb 7 | 104 | Mar 26 | 104⅝ | June 30 | 104⅛ | .. |
| Do., gold 3½s, 1997 | 107 | Jun 28 | 105½ | Jul 22 | 105⅝ | July 22 | 105 | .. |
| Do., do., registered | 104½ | Jul 6 | 104½ | Jul 6 | 104½ | July 6 | 105 | .. |
| Michigan Cent. col. trust g. 3½s, 1998 | 94¼ | Jul 23 | 91¼ | Jun 23 | 94¼ | July 23 | 94¼ | 94½ |
| Lake Shore col. g. 3½s, 1998 | 95¾ | Jul 23 | 94 | Jun 23 | 95⅝ | July 23 | 95¼ | 95½ |
| Do., registered | 95 | Jul 1 | 94½ | Jul 19 | 94½ | July 19 | .. | .. |
| West Shore 1st 4s, gtd., 2361 | 110½ | Feb 17 | 102¾ | Apr 25 | 108½ | July 23 | 108¼ | 109 |
| Do., registered | 110 | Feb 7 | 101½ | Apr 26 | 108¼ | July 20 | 108½ | 108¾ |
| Beech Creek 1st gtd. g. 4s, 1936 | .. | .... | .. | .... | 108½ | No 16, 97 | .. | .. |
| Do., registered | 106 | Jun 17 | 106 | Jun 17 | 106 | June 17 | .. | .. |
| Clearf. Bit. Coal gtd. g.4s,Ser.A,1940 | .. | .... | .. | .... | 86 | No 15, 97 | .. | .. |
| Do., do., registered | .. | .... | .. | .... | 104 | Jly 24, 97 | .. | .. |
| Harlem 1st 7s, 1900 | 109¼ | Feb 3 | 107½ | May 25 | 107½ | June 13 | .. | .. |
| Do., do., registered | 109⅝ | Jan 27 | 107⅛ | Jun 3 | 107⅛ | June 3 | .. | .. |
| N. Jersey Junc. R. gtd. 1st 4s, 1986 | .. | .... | .. | .... | 103 | May 7,97 | .. | .. |
| Rome, W. & O. con. 1st ext. 5s, 1922 | 123¼ | Jul 20 | 119½ | May 12 | 123¼ | July 20 | 123 | .. |
| Do., Ter. R. 1st gtd. 5s, 1918 | .. | .... | .. | .... | 109 | Jan., 97 | .. | .. |
| Oswego & Rome 2d gtd. g. 5s, 1915 | .. | .... | .. | .... | 110 | Oct., 94 | .. | .. |
| Utica & B. Riv. gtd. g. 4s, 1922 | .. | .... | .. | .... | 107½ | Oct 14,97 | .. | .. |
| Mohawk & Malone 1st gtd. g. 4s, 1991 | .. | .... | .. | .... | 100 | Mar., 96 | .. | .. |
| New York & Northern 1st g. 5s, 1927 | 126 | Feb 14 | 123 | Jun 23 | 123 | June 23 | .. | .. |
| N. Y., Chi. & St. Louis 1st g. 4s, 1937 | 107½ | Jan 12 | 100 | Apr 21 | 105½ | July 22 | .. | .. |
| Do., do., registered | .. | .... | .. | .... | 103 | No 4, 97 | .. | .. |
| N.Y., N.H. & H. 1st registered 4s, 1903 | .. | .... | .. | .... | 104½ | Oct 7, 97 | .. | .. |
| Do., con. deb. certs., $1,000 | 157½ | Jun 9 | 145 | Jan 6 | 157½ | June 16 | .. | .. |
| Do., do., small certs., $100 | 153 | Jun 9 | 145 | Jan 6 | 153 | June 9 | .. | .. |
| Housatonic con. g. 5s, 1937 | .. | .... | .. | .... | 123 | Jun 16,97 | .. | .. |
| New Haven & Derby con. 5s, 1918 | .. | .... | .. | .... | 125½ | Feb 6, 97 | .. | .. |
| N. Y. & New England 1st 7s, 1905 | 119 | Feb 11 | 119 | Feb 11 | 119 | Feb 11 | .. | 124 |
| Do., 1st 6s, 1905 | 113½ | Jul 19 | 113½ | Jul 19 | 113½ | July 19 | .. | .. |
| N. Y., Ont. & Wn. con. 1st g. 5s,1939 | 109 | May 31 | 106 | Mar 7 | 106⅛ | July 14 | .. | .. |
| Do., refunding 1st g. 4s, 1992 | 102¼ | Feb 11 | 96 | Mar 16 | 100 | July 23 | .. | .. |
| Nor. Pac. 1st g. 6s, 1921 | 119½ | Feb 9 | 112 | Mar 25 | 112½ | July 13 | .. | .. |
| Do., do., registered | 119 | Feb 11 | 112 | Mar 28 | 116 | June 4 | .. | .. |
| St. Paul & Nor. Pac. gen. g. 6s, 1923 | 126 | May 10 | 124 | Jun 8 | 124 | June 8 | 127 | .. |
| Do., do., registered certificates | 127 | Jun 27 | 124½ | Jun 15 | 127 | July 12 | .. | .. |
| Nor. Pac. Ry pr. lien 4s, 1997 | 98⅝ | Jul 23 | 90⅝ | Apr 21 | 98⅝ | July 23 | 98½ | 98¾ |
| Do., registered | 97¼ | Feb 7 | 93 | Apr 6 | 93½ | May 5 | .. | .. |
| Do., gen. lien g. 3s, 2047 | 64½ | Jul 23 | 57 | Apr 21 | 64⅛ | July 23 | 63¾ | 64 |
| Nor. Pac. Terminal Co. 1st g. 6s, 1933 | 113½ | Jun 16 | 104 | Jan 5 | 112 | July 20 | 112 | 114 |
| Norfolk & Southern 1st g. 5s, 1941 | 105 | Mar 5 | 102 | Jun 27 | 102 | June 27 | 102 | .. |
| Norfolk & West. RR. gen. g. 6s, 1931 | 125½ | Jan 17 | 120 | Mar 15 | 121½ | July 15 | 122 | 125 |
| Do., New River 1st g. 6s, 1932 | 118 | Mar 17 | 118 | Mar 17 | 118 | Mar 17 | 118 | .. |
| Do., improve. and ext. g. 6s, 1934 | 119¾ | Jan 20 | 117 | Feb 9 | 117 | Feb 10 | 112 | .. |
| Col., Con. & Ter. 1st gtd. g. 5s, 1922 | .. | .... | .. | .... | 101 | Fe 23, 97 | 105 | .. |
| Scioto V. & N. E. 1st gtd. g. 5s, 1989 | 89 | July 9 | 82 | Apr 14 | 89 | July 9 | .. | .. |
| Nor. & West. Ry 1st con. g. 4s, 1996 | 85 | Feb 8 | 74¾ | Apr 21 | 82 | July 23 | 81½ | 82 |
| Ogden. & L. Cham. 1st con.6s,1920 | .. | .... | .. | .... | 94 | April, 96 | .. | .. |
| Do., do., small | .. | .... | .. | .... | 82 | Feb., 97 | .. | .. |
| Ohio River Railroad 1st g. 5s, 1936 | 102¼ | Jan 26 | 102 | Jan 12 | 102¼ | Jan 26 | .. | .. |
| Do., gen. g. 5s, 1937 | .. | .... | .. | .... | 85 | De 16, 97 | .. | .. |
| Ohio Southern 1st g. 6s, 1921 | 84½ | Feb 21 | 80 | Jan 13 | 83 | July 21 | .. | .. |
| Do., gen. g. 4s, 1921 | 15 | Jan 20 | 10½ | Jan 7 | 14½ | Feb 11 | .. | .. |
| Do., do., eng. Trust Co. certs | 14¾ | Jan 20 | 10 | Mar 31 | 10 | June 9 | .. | .. |
| Omaha & St. Louis 1st g. 4s, 1901 | 82 | Jan 3 | 76 | May 6 | 78½ | July 15 | .. | .. |
| Oreg. Imp. Co. 1st g. 6s, 1910 | .. | .... | .. | .... | 108 | Sep 21,97 | .. | .. |
| Do., en. Trust Co. certs. of deposit | 114 | Jun 9 | 100¼ | Apr 25 | 114 | June 22 | .. | .. |
| Do., cons. 5s, tr. r., all in. paid | 62½ | Feb 15 | 49¾ | Apr 28 | 61½ | June 27 | .. | .. |
| Ore. R. & N. 1st sk. fd. g. 6s, 1909 | 116 | Jun 15 | 111 | Apr 20 | 116 | June 15 | .. | .. |
| Ore. RR. & N. Co. con. g. 4s, 1946 | 97 | Feb 7 | 89 | Apr 28 | 96¼ | July 23 | 96 | 96¾ |
| Oregon Short Line 1st g. 6s, 1922 | 127½ | Jan 29 | 118 | Apr 16 | 127½ | July 22 | 127 | 128 |
| Utah & Northern 1st 7s, 1908 | 121 | Jun 14 | 121 | Jun 14 | 121 | June 18 | .. | .. |
| Do., g. 5s, 1926 | .. | .... | .. | .... | 102 | My 24,97 | .. | .. |
| Ore. Short Line 1st con. g. 5s, 1946 | 107 | Jun 25 | 96 | Apr 27 | 104¼ | July 23 | 104 | 104½ |
| Do., non-cum. inc. A 5s, 1946 | 76¼ | Jul 23 | 58 | Jan 5 | 76¼ | July 23 | 76 | 77 |
| Do., non-cum. inc. B and col. trust | 54 | Jun 8 | 39 | Jan 4 | 53⅝ | July 22 | .. | .. |
| Pacific Coast Co. 1st g. 5s, 1946 | 104 | Jul 11 | 102 | Jun 28 | 103½ | July 22 | .. | .. |
| Panama sk. fd. sub. g. 6s, 1910 | .. | .... | .. | .... | 101½ | Dec., 96 | .. | .. |
| Penn. Co. gtd. 1st g. 4½s, 1921 | 114 | Jan 26 | 108 | Apr 21 | 112¾ | July 23 | 112 | 114 |
| Do., do., registered | 110 | July 8 | 110 | July 8 | 110 | July 8 | .. | .. |
| P., C., C. & St.L. gtd. g.4½s,1940,Ser.A | 113 | Feb 8 | 109½ | May 13 | 110½ | June 6 | .. | .. |
| Do., do., Series B, gtd., 1942 | 113 | Jan 21 | 108 | May 6 | 111 | June 28 | .. | .. |
| Do., do., Series C, gtd., 1942 | .. | .... | .. | .... | 111 | Jun 17,97 | .. | .. |
| Do., do., Series D, gtd. 4s, 1945 | .. | .... | .. | .... | 102 | Oct 9, 97 | .. | .. |
| Pitts., C. & St. L. 1st 7s, 1900 | 108 | Jun 6 | 106¾ | Mar 1 | 108 | June 6 | .. | .. |
| Do., do., registered | .. | .... | .. | .... | 109¼ | Ap 23, 97 | .. | .. |
| Pitts., Ft. W. & C. 1st 7s, 1912 | 140¼ | Jan 25 | 140 | Jan 10 | 140¼ | Jan 25 | .. | .. |
| Do., 2d 7s, 1912 | 140 | Jan 4 | 140 | Jan 4 | 140 | May 9 | .. | .. |
| Do., 3d 7s, 1912 | .. | .... | .. | .... | 138 | Aug., 96 | .. | .. |
| C., St. L. & P. 1st con. g. 5s, 1932 | .. | .... | .. | .... | 110½ | Jly 8, 97 | .. | .. |
| Clev. & Pitts. con. sink. fd. 7s, 1900 | 109 | Apr 19 | 107 | May 25 | 107 | May 25 | 107 | .. |
| Do., gen. gtd. g. 4½s, Series A, 1942 | .. | .... | .. | .... | 113½ | April, 96 | .. | .. |
| Gd. R. & I. ext. 1st gtd. g. 4½s, 1941 | .. | .... | .. | .... | 110 | Jun 27,96 | .. | .. |
| Allegh. Val. gen. g. 4s, 1942 | .. | .... | .. | .... | 103 | No 10, 97 | .. | .. |
| Penn. RR. Co. 1st real est. g. 4s, 1923 | .. | .... | .. | .... | 106 | My 12,97 | .. | .. |
| U. N. J. R. & Can. Co. gen. 4s, 1944 | 115½ | Feb 14 | 115½ | Feb 14 | 115½ | Feb 14 | .. | .. |
| Peo., Dec. & Ev. 1st g. 6s, 1920, t. r. | 100½ | Mar 3 | 95 | Apr 12 | 99 | July 15 | 98 | 100 |
| Do., Evans. Div. 1st g. 6s, 1920 | .. | .... | .. | .... | 100 | De 23, 97 | 93 | 96 |
| Do., do., en. Trust Co. certs | 96 | Feb 15 | 96 | Feb 15 | 96 | June 28 | .. | .. |
| Do., Trust Co. cts. for 2d g. 5s, 1926 | 17 | May 23 | 15 | May 19 | 17 | May 23 | .. | .. |
| Do., do., 1st installment paid | 18½ | Jun 2 | 18½ | Jun 2 | 18½ | June 2 | .. | .. |
| Peoria & Pekin Union 1st g. 6s, 1921 | 120 | Apr 22 | 120 | Apr 22 | 120 | May 11 | 121 | .. |
| Do., 2d g. 4½s, 1921 | 86½ | Feb 23 | 85½ | May 23 | 85½ | May 23 | 85 | .. |
| Pine Creek registered gtd. 6s, 1932 | .. | .... | .. | .... | 137 | No 17, 97 | .. | .. |
| Pitts., Clev. & Tol. 1st g. 6s, 1922 | .. | .... | .. | .... | 108½ | April, 96 | .. | .. |
| Pitts. Junc. 1st g. 6s, 1922 | .. | .... | .. | .... | 124 | Mar., 96 | .. | .. |
| Pitts. & L. E. 2d g. 5s, Ser. A & B, 1928 | .. | .... | .. | .... | 114 | Mar., 96 | .. | .. |
| Pitts., McK. & Yough. 1st gtd. 6s, 1932 | .. | .... | .. | .... | 117 | Mar., 96 | .. | .. |
| Pitts., Painv. & Fairpt. 1st g. 5s, 1916 | .. | .... | .. | .... | 95½ | April, 95 | .. | .. |
| Pitts., Shen. & L. Erie 1st g. 5s, 1940 | 109 | Feb 14 | 104 | Apr 2 | 107½ | July 6 | .. | .. |
| Do., 1st cons. g. 5s, 1943 | .. | .... | .. | .... | 98 | Jly 14,97 | .. | .. |
| Pitts. & West. 1st g. 4s, 1917 | 94 | Jul 13 | 78½ | Apr 28 | 92 | July 19 | 90 | 92 |
| Do., g. 5s, 1891-1941 | 55 | Jul 23 | 39 | Jun 15 | 53 | July 23 | 51½ | 54 |
| [illegible]ing Co. gen. g. 4s, 1997 | 87½ | Feb 8 | 77⅞ | Apr 25 | 81¾ | July 23 | 81¾ | 82 |
| [illegible] Grande West. 1st g. 4s, 1939 | 90 | Jun 23 | 78⅞ | Apr 25 | 89¾ | July [illegible] | 89 | 89½ |
| [illegible] Junc. 1st gtd. g. 5s, 1939 | 94¾ | Feb 16 | 91 | Jun 16 | 91 | June 16 | .. | .. |
| [illegible] Southern 1st g. 4s, 1940 | 65 | Jun 15 | 64 | Feb 3 | 66 | June 15 | .. | .. |

| | Range for Year 1898. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Highest. | | Lowest. | | Last Sale. | | Bid. | As'd. |
| St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947 | 80¾ | Jun 10 | 68¼ | Apr 29 | 79 | July 21 | .. | .. |
| St. L. & S. F. 2d g. 6s, Class A,1906 | 116¼ | Feb 15 | 111 | May 2 | 114 | July 20 | 113½ | 114½ |
| Do., 2d g. 6s, Class B, 1906 | 116¼ | Feb 17 | 111⅛ | May 6 | 113½ | July 14 | 113½ | 114½ |
| Do., 2d g. 6s, Class C, 1906 | 116¼ | Feb 23 | 113 | May 24 | 114 | June 24 | 113½ | 114½ |
| Do., 1st g. 6s, Pierce C. & O., 1919 | .. | .... | .. | .... | 113¼ | July, 96 | .. | .. |
| Do., gen. g. 6s, 1931 | 120½ | Jun 22 | 114 | Apr 20 | 118 | July 21 | .. | .. |
| Do., gen. g. 5s, 1931 | 106¾ | Jun 30 | 98½ | Apr 25 | 104¼ | July 21 | .. | .. |
| Do., 1st trust g. 5s, 1987 | 100 | Jun 23 | 92½ | Apr 14 | 100 | July 12 | 99 | 102 |
| Ft. Smith & Van B. Bdg. 1st 6s, 1910 | .. | .... | .. | .... | 105 | Oct 4, 97 | .. | .. |
| St. L. & San Fran. R. R. g. 4s, 1996 | 79½ | Jun 6 | 69 | Apr 26 | 78 | July 22 | .. | .. |
| St. L. & San Fran., S. W. Div. 5s, 1947 | 96 | Feb 15 | 90 | Apr 6 | 95 | July 14 | .. | 95⅛ |
| St. Louis Southwest. 4s, cts., 1989 | 78 | Jul 12 | 70 | Apr 26 | 77⅝ | July 23 | 77 | 78 |
| Do , 2d g. 4s, inc. bond cts., 1989 | 32 | Jul 12 | 25 | Mar 25 | 31 | July 22 | 30½ | 31½ |
| St. Paul City Ry Cable con. g. 5s, 1937 | .. | .... | .. | .... | 90 | No 8, 97 | .. | .. |
| St. Paul & Duluth 1st 5s, 1931 | 117 | Mar 7 | 115 | Mar 12 | 117 | Mar 14 | 115 | 120 |
| Do., 2d 5s, 1917 | 109 | Feb 16 | 105 | Jun 27 | 106½ | July 8 | 105 | .. |
| St. Paul, M. & M. 2d 6s, 1909 | 122¾ | Jan 28 | 120 | Jun 21 | 121⅝ | July 7 | 119 | .. |
| Do., Dakota exten. g. 6s, 1910 | 122 | Jan 20 | 118½ | Mar 25 | 120¾ | June 16 | 120 | .. |
| Do., 1st con. g. 6s, 1933 | 129 | Feb 24 | 128 | Jan 5 | 128½ | July 21 | 129 | .. |
| Do., do., registered | .. | .... | .. | .... | 119¾ | Sept., 96 | .. | .. |
| Do., do., reduced to g. 4½s | 108¼ | Feb 15 | 105½ | May 10 | 107½ | July 20 | 107½ | .. |
| Do., do., registered | .. | .... | .. | .... | 106½ | My 29,97 | .. | .. |
| Do., Montana exten. 1st g. 4s, 1937 | 100½ | Mar 4 | 94½ | Jan 10 | 99¾ | July 21 | 100 | .. |
| Do., do., registered | 96 | Feb 19 | 96 | Feb 19 | 96 | Feb 19 | .. | .. |
| Minneapolis Union 1st g. 6s, 1922 | 122½ | Jan 13 | 122½ | Jan 13 | 122½ | Jan 13 | .. | .. |
| Montana Central 1st gtd. g. 6s, 1937 | 132 | Jun 11 | 118½ | Apr 19 | 127¼ | July 8 | 127½ | .. |
| Do., do., registered | .. | .... | .. | .... | 115 | Ap 24, 97 | .. | .. |
| Do., 1st gtd. g. 5s, 1937 | 109½ | Mar 18 | 107 | Apr 29 | 109½ | May 24 | 109 | .. |
| Eastern Minn. Div. 1st g. 5s, 1908 | 109 | Jun 30 | 105½ | Apr 12 | 109 | June 30 | 108 | .. |
| Wilmar & Sioux Falls 1st g. 5s, 1938 | .. | .... | .. | .... | 111 | No 23, 97 | 111 | .. |
| Do., do., registered | .. | .... | .. | .... | 115 | Ap 24, 96 | .. | .. |
| San F. & N. P. 1st s. f. g. 5s, 1919 | .. | .... | .. | .... | 100½ | Oct 20,97 | .. | .. |
| Sav., Flor. & W. 1st con. g. 6s, 1934 | .. | .... | .. | .... | 114 | Jan 25,97 | .. | .. |
| Do., 1st g. 5s, 1934 | .. | .... | .. | .... | 104½ | Oct 18,97 | .. | .. |
| Seaboard & Roanoke 1st 5s, 1926 | 104¾ | Feb 5 | 104¾ | Feb 5 | 104¾ | Feb 5 | .. | .. |
| Seat., L. S. & E. 1st g. 6s,1931,ass.pd. | 80 | Jan 21 | 42 | Jan 6 | 80 | Jan 25 | .. | .. |
| South Carolina & Ga. 1st g. 5s, 1919 | 98 | Feb 8 | 92 | Apr 29 | 94 | July 21 | 93¾ | .. |
| Southern Pacific Co.— | | | | | | | | |
| Gal., Harris & S. A. 1st g. 6s, 1910 | 107 | Jan 20 | 107 | Jan 20 | 107 | Jan 20 | .. | .. |
| Do., 2d g. 7s, 1905 | 105½ | May 17 | 100 | Jan 17 | 105 | July 22 | .. | .. |
| Do., Mex. & Pac. Div. 1st g.5s,1931 | 96½ | Apr 16 | 92 | Jan 4 | 95½ | July 22 | .. | .. |
| Hous. & Tex. C. 1st, W. & N. 7s,1903 | .. | .... | .. | .... | 102 | Nov., 94 | .. | .. |
| Do., 1st g. 5s, interest gtd., 1937 | 110¾ | May 27 | 107½ | May 25 | 110½ | July 8 | .. | .. |
| Do., con. g. 6s, interest gtd., 1912 | 110 | July 1 | 105 | May 11 | 110 | July 1 | .. | .. |
| Do., gen. g. 4s, interest gtd., 1921 | 82½ | Jul 7 | 76¾ | Apr 2 | 81⅛ | July 23 | .. | .. |
| Morgan's La. & Tex. 1st g. 6s, 1920 | .. | .... | .. | .... | 114 | No 17, 97 | .. | .. |
| Do., 1st 7s, 1918 | 127 | Feb 26 | 127 | Feb 26 | 127 | Apr 30 | .. | .. |
| Ore. & Cal. 1st gtd. g. 5s, 1927 | 75 | Jan 6 | 75 | Jan 6 | 75 | Jan 6 | .. | .. |
| San An. & Ar. P. 1st gtd. g. 4s, 1943 | 67 | Jul 15 | 55½ | Apr 25 | 66½ | July 23 | 66 | 66½ |
| Texas & New Orleans 1st 7s, 1905 | 110 | Mar 17 | 110 | Mar 17 | 110 | Mar 17 | .. | .. |
| Do., Sabine Div. 1st g. 6s, 1912 | .. | .... | .. | .... | 106¼ | No 17, 97 | .. | .. |
| Do., con. g. 5s, 1943 | 98¾ | Feb 21 | 96½ | Jan 8 | 97¼ | July 22 | .. | .. |
| So. Pac. of Ari. gtd. 1st g. 6s, 1909-10 | 109¼ | Jun 28 | 100¼ | Jan 4 | 106¼ | July 22 | .. | .. |
| So. Pac. of Cal. 1st g. 6s, 1905-12 | 110 | Jan 24 | 106¾ | May 20 | 109 | July 18 | .. | .. |
| Do., do., 1st con. gtd. g. 5s, 1937 | 101 | Jul 20 | 92½ | Jan 6 | 101 | July 20 | .. | .. |
| Austin & Northw. 1st gtd. g. 5s, 1941 | 87¼ | Jan 15 | 81⅝ | Jul 16 | 81⅝ | July 16 | .. | 82 |
| So. Pac. of N. M. 1st g. 6s, 1911 | 110¼ | Jun 28 | 105½ | Jan 5 | 108¼ | July 23 | .. | .. |
| Southern Rway 1st con. g. 5s, 1994 | 96 | Jun 6 | 87 | Apr 28 | 94¼ | July 23 | 94¼ | 94½ |
| East Tenn. reor. lien g. 4-5s, 1938 | 100 | Feb 8 | 96 | Jan 19 | 99 | July 22 | .. | .. |
| Alabama Cent. R. 1st g. 6s, 1918 | .. | .... | .. | .... | 112¼ | Au 17, 97 | .. | .. |
| Colum. & Greenville 1st g. 5-6s, 1916 | .. | .... | .. | .... | 119 | De 22, 97 | .. | .. |
| East Tenn., Va. & Ga. 1st 7s, 1900 | 108 | Jun 13 | 105¼ | Jul 14 | 105⅝ | July 22 | 105½ | .. |
| Do., divisional g. 5s, 1930 | 115 | Feb 10 | 112½ | Feb 28 | 114 | July 8 | .. | .. |
| Do., con. 1st g. 5s, 1956 | 111½ | Feb 9 | 107 | Apr 16 | 110¼ | July 22 | .. | .. |
| Georgia Pac Ry 1st g. 5-6s, 1922 | 123 | Jun 6 | 118 | Apr 13 | 122 | June 15 | .. | .. |
| Knoxville & Ohio 1st g. 6s, 1925 | 117½ | Feb 18 | 112 | Apr 28 | 117 | June 7 | .. | .. |
| Richmond & Danville con. g. 6s, 1915 | 125¼ | Jun 24 | 118 | Apr 16 | 121½ | July 20 | .. | .. |
| Do., equip. sink. fund g. 5s, 1909 | .. | .... | .. | .... | 101 | No 22, 97 | .. | .. |
| Do., deb. 5s, stamped, 1927 | 105 | Feb 19 | 95 | May 3 | 96 | June 3 | .. | .. |
| Va. Midland gen. 5s, 1936 | 108 | Jul 21 | 100 | Mar 24 | 108 | July 21 | .. | .. |
| Do., do., gtd., stamped, 1936 | 107 | Jun 8 | 102 | Apr 14 | 107 | June 8 | .. | 107⅝ |
| Wash., Ohio & W. 1st cy. gtd.4s,1924 | .. | .... | .. | .... | 84 | Au 10, 97 | .. | .. |
| West. No. Car. 1st con. g. 6s, 1914 | 116½ | Jan 11 | 110½ | Apr 22 | 113 | May 9 | .. | .. |
| Memphis Div. 1st gtd. 4-4½-5s, 1996 | 103 | Jul 19 | 103 | Jul 19 | 103 | July 21 | .. | .. |
| Term. Ass. of St. L. 1st g. 4½s, 1939 | 110½ | Feb 19 | 109 | May 18 | 110½ | July 8 | .. | .. |
| Do., 1st con. g. 5s, 1894-1944 | 110 | Jul 22 | 105½ | Apr 14 | 110 | July 22 | 108¾ | .. |
| St. L. Mhts.' Bge. Ter. gtd. g. 5s,1930 | .. | .... | .. | .... | 103 | Oct 27,97 | .. | .. |
| Tex. & Pac. Ry, E. Div. 1st g. 6s, 1905 | 110½ | Feb 14 | 109 | Jan 18 | 110½ | June 21 | .. | .. |
| Do., 1st g. 5s, 2000 | 106½ | Jul 7 | 96½ | Mar 12 | 106 | July 23 | 105¾ | 106 |
| Do., 2d g. income 5s, 2000 | 44½ | Jul 13 | 28 | Jan 4 | 42¼ | July 23 | 42 | 42½ |
| Third Avenue 1st g. 5s, 1937 | 124 | Feb 21 | 117¼ | Apr 26 | 122½ | June 20 | 121½ | .. |
| Toledo & Ohio Central 1st g. 5s, 1935 | 105 | Jun 13 | 102½ | Jan 3 | 104 | July 11 | 102 | .. |
| Do., Western Div. 1st g. 5s, 1935 | 104 | Jul 19 | 102½ | Jan 3 | 104 | July 19 | .. | .. |
| Kanawha & Mich. 1st gtd. g. 4s, 1990 | 82½ | Feb 23 | 76 | May 26 | 78 | July 21 | .. | 81 |
| Toledo, Peo. & W. 1st g. 4s, 1917 | 72½ | Jan 7 | 69¼ | Mar 22 | 72 | May 10 | 70 | .. |
| Tol., St. L. & K. C. 1st g. 6s, 1916, t. r. | 90 | Jan 10 | 85½ | Apr 4 | 88 | July 22 | 87 | 90 |
| Ulster & Delaware 1st c. g. 5s, 1928 | 104 | Jan 7 | 98 | Jun 4 | 100 | July 23 | .. | .. |
| U. P. RR. and ld. grt. g. 4s, 1947 | 98⅝ | Jun 27 | 88½ | Apr 21 | 97¼ | July 23 | 97 | 97¾ |
| Do., Tr. Co. cts. g. 4½s, 1918 | 59¾ | Jul 19 | 44 | Apr 22 | 59 | July 22 | .. | .. |
| Kansas Pacific 1st g. 6s, 1896 | .. | .... | .. | .... | 114 | Sep 29,97 | .. | .. |
| U. P., D. & G. t. r., 1st con. g. 5s, 1939 | 73½ | Jul 21 | 48½ | Jan 6 | 73⅛ | July 23 | 72¾ | 73½ |
| Wabash Railroad Co. 1st g. 5s, 1939 | 110½ | Jun 24 | 104½ | Mar 12 | 110½ | July 23 | 110¼ | 110¾ |
| Do., 2d g. 5s, 1939 | 88 | Jul 21 | 74½ | Mar 24 | 87¾ | July 23 | 87½ | 88 |
| Do., deb., Series B, 1939 | 29⅝ | Jan 12 | 21 | Apr 27 | 27¾ | June 28 | 26½ | 27½ |
| Do., 1st g. 5s, Det. & Chi. ext., 1941 | 105½ | Jun 21 | 97 | Apr 19 | 102 | July 23 | .. | .. |
| St. L., K.C. & N.St.C.B.1st g. 6s,1908 | 110 | Jan 5 | 108½ | Mar 12 | 110 | June 7 | .. | .. |
| West. N. Y. & Penn. 1st g. 5s, 1937 | 110 | Jun 29 | 103 | Apr 25 | 108½ | July 13 | .. | .. |
| Do., gen. g. 3-4s, 1943 | 55 | Feb 7 | 47¼ | Apr 26 | 54¾ | July 22 | .. | .. |
| Do., inc. 5s, 1943 | 16 | Feb 7 | 10 | Jan 7 | 14 | July 20 | .. | .. |
| West Chi. St. 40-year con. 5s, 1936 | .. | .... | .. | .... | 99 | De 28, 97 | .. | .. |
| West Va. Cent. & Pitts. 1st g. 6s, 1911 | .. | .... | .. | .... | 107¼ | Oct 21,97 | .. | .. |
| Wheel. & L. E. 1st g. 5s, 1926 | 101½ | Feb 16 | 100½ | Jan 11 | 101½ | Mar 7 | .. | .. |
| Do., 1st g. 5s, 1926, trust receipts | 103 | Mar 1 | 100 | Mar 18 | 100 | Mar 18 | .. | .. |
| Do., Wheel. Div. 1st g. 5s, 1928 | 90 | Mar 18 | 90 | Mar 18 | 90 | May 26 | 94 | 97 |
| Do., exten. & imp. g. 5s, 1930 | 92½ | Mar 11 | 92½ | Mar 11 | 92½ | Mar 11 | .. | .. |
| Do., con. g. 4s, 1992 | 35 | Jul 23 | 35 | Jul 23 | 35 | July 23 | 32 | 36 |
| Wisconsin Cen. Co. 1st tr. g. 5s, 1937 | .. | .... | .. | .... | 34 | No 16, 97 | .. | .. |
| Do., Eng. Trust Co. cts | 49½ | Jul 22 | 33½ | Jan 8 | 47 | July 23 | 46½ | 47 |
| Do., income g. 5s, 1937 | 7½ | Jan 17 | 4 | Jul 12 | 5 | July 21 | .. | .. |

## MISCELLANEOUS BONDS.

| | Range for Year 1898. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Highest. | | Lowest. | | Last Sale. | | Bid. | As'd. |
| Adams Express col. tr. 4s, 1948 | 99½ | Jun 28 | 98½ | Jun 27 | 99½ | July 21 | 99 | 99½ |
| American Cotton Oil deb. g. 8s, 1900 | 109 | Jan 10 | 102½ | Mar 14 | 108 | July 15 | 108 | .. |
| American Spts. Mfg. Co. 1st g. 6s, 1915 | 86 | Jun 27 | 64 | Mar 14 | 83⅛ | July 22 | 82 | 84 |
| Boston Un. Gas tr. cts., sk.fd.g.5s,1939 | 91 | Jan 7 | 90¼ | Jan 26 | 90¼ | Jan 26 | .. | .. |
| B'klyn Union Gas Co. 1st con.g.5s,1945 | 115 | Jun 1 | 109½ | Apr 27 | 114⅞ | July 23 | .. | .. |
| B'klyn Whf. & W.H. Co. 1st g. 5s,1945 | 100½ | Jan 28 | 92 | Apr 23 | 96 | July 21 | .. | .. |
| Chi. Jc. & Stk. Yds. col. g. 5s, 1915 | 105 | Jan 7 | 105 | Jan 7 | 105 | Jan 7 | .. | .. |
| Colorado Coal & Iron 1st con. g.6s,1900 | 100½ | Jul 14 | 95 | Jan 6 | 100½ | July 14 | .. | .. |
| Col. Coal & Iron Dev. Co. gtd. 5s, 1909 | .. | .... | .. | .... | 59 | May, 93 | .. | .. |
| Col. Fuel & Iron gen. s. f. g. 5s, 1943 | 84 | Jan 12 | 80 | May 9 | 80 | May 27 | .. | .. |
| Colorado Fuel Co. gen. g. 6s, 1919 | 104 | Jan 13 | 100 | Jan 10 | 104 | Jan 13 | .. | .. |
| Commercial Cable Co. 1st g. 4s, 2397 | 105½ | Feb 3 | 101½ | Apr 28 | 101½ | Apr 28 | .. | .. |
| Do., registered | 104 | Feb 16 | 104 | Feb 16 | 104 | Feb 16 | .. | .. |
| Detroit Gas Co. 1st con. g. 5s, 1918 | 103 | Feb 2 | 89 | May 20 | 95 | July 11 | 94 | .. |
| Detroit City Gas 5s | 95½ | Jun 29 | 90 | May 20 | 92⅝ | July 22 | 92 | 92½ |
| Edison El. Ill. N. Y. 1st conv. g.5s,1910 | 112¾ | Feb 18 | 108 | Apr 9 | 111 | June 22 | .. | .. |
| Do., 1st con. g. 5s, 1995 | 119 | Jun 8 | 114½ | Mar 25 | 116½ | July 12 | .. | .. |
| Do., Brooklyn 1st g. 5s, 1940 | .. | .... | .. | .... | 113½ | Jly 22, 97 | .. | .. |
| Eq. Gas & Fuel of N. Y. 1st | 102 | Feb 14 | 102 | Feb 14 | 102 | Feb 14 | .. | .. |
| Erie Tel. & Tel. 5s | 98¼ | Mar 9 | 98¼ | Mar 9 | 98¼ | Mar 9 | .. | .. |
| Gen. Electric Co. deb. g. 5s, 1922 | 105 | Jul 20 | 96 | Apr 26 | 105 | July 20 | 105 | .. |
| Grand River Coal & Coke 1st g.6s,1919 | .. | .... | .. | .... | 95½ | Jan 19,97 | .. | .. |
| Hend'son Bdge Co. 1st sk. fd. g.6s,1931 | .. | .... | .. | .... | 111 | Au 23, 97 | .. | .. |
| Illinois Steel Co. deb. 5s, 1910 | .. | .... | .. | .... | 97 | Oct., 95 | .. | .. |
| Do., non-conv. deb. 5s, 1913 | .. | .... | .. | .... | 70 | Ap 23, 97 | .. | .. |
| Jeff'sn & Clearfd. C. & Ir.1st g.5s,1926 | .. | .... | .. | .... | 107 | My 22,97 | .. | .. |
| Do., 2d g. 5s, 1926 | .. | .... | .. | .... | 80 | May 4,97 | .. | .. |
| Lac. Gas L. Co. of St. L. 1st g.5s,1919 | 105½ | Jan 31 | 100 | Apr 18 | 105¼ | July 22 | 105 | 105½ |
| Madison Sq. Garden 1st g. 5s, 1919 | .. | .... | .. | .... | 102 | Jly 8, 97 | .. | .. |
| Manh. Br. H. & L. lim. gen. g. 4s, 1940 | .. | .... | .. | .... | 55 | July, 96 | .. | .. |
| Mich. Penin. Car Co. 1st g. 5s, 1942 | .. | .... | .. | .... | 85 | Jun 5, 97 | .. | .. |
| National Starch Mfg. Co. 1st g.6s,1920 | 108 | Jun 8 | 105 | Jan 11 | 108 | July 11 | .. | .. |
| N.Y. & N.J. Telephone gen. g. 5s, 1920 | .. | .... | .. | .... | 108 | Jun 4, 97 | .. | .. |
| N. Y. & Ontario Land 1st g. 6s, 1910 | .. | .... | .. | .... | 92¼ | May, 96 | .. | .. |
| Peo. Gas & C. Co. 1st gtd. g. 6s, 1904 | .. | .... | .. | .... | 111 | No 16, 97 | .. | .. |
| Do., 2d gtd. g. 6s, 1904 | 109 | Feb 4 | 102 | Mar 29 | 102 | Mar 29 | .. | .. |
| Do., 1st con. g. 6s, 1943 | 120 | Jan 19 | 115 | Jun 27 | 115 | July 12 | .. | .. |
| Chi. Gas Lt. & Coke 1st gtd. g. 5s,1937 | 106¼ | Jan 24 | 103 | Mar 28 | 105¾ | July 12 | .. | 104 |
| Con. Gas Chi. 1st gtd. g. 5s, 1936 | 105½ | Feb 10 | 101 | Apr 19 | 104 | July 21 | .. | 104 |
| Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905 | 105 | May 10 | 102 | Jul 12 | 102½ | July 12 | .. | .. |
| Pleasant Valley Coal 1st g. 6s, 1920 | .. | .... | .. | .... | 106¾ | Oct., 95 | 102½ | .. |
| Procter & Gamble 1st g. 6s, 1940 | 113 | Apr 4 | 113 | Apr 4 | 113 | Apr 4 | .. | .. |
| So. Yuba W. Co. of N. Y. con. g.6s,1923 | .. | .... | .. | .... | 101 | Fe 19, 97 | .. | .. |
| Stand. Rope & Tw. Co. 1st g. 6s, 1946 | 72½ | Jul 13 | 51 | Mar 12 | 71 | July 23 | 70 | 71 |
| Do., inc. g. 5s, 1946 | 17 | May 25 | 11 | Mar 23 | 15¾ | July 23 | 15½ | 16 |
| Tenn. Coal, I. & R.T. Div. 1st g.6s,1917 | 86 | Feb 23 | 79 | May 9 | 82 | May 11 | .. | 84 |
| Do., Birm. Div. 1st con. 6s, 1917 | 89 | Jun 14 | 79 | Mar 25 | 85 | July 22 | 85½ | .. |
| Cahaba Coal M. Co. 1st gtd.g.6s,1922 | .. | .... | .. | .... | 81 | No 6, 96 | .. | .. |
| De Bardeleben C. & I.Co.gtd.g.6s,1910 | 83 | Jan 26 | 83 | Jan 26 | 83 | Jan 26 | .. | .. |
| U. S. Leather Co. s. f. deb. g. 6s, 1913 | 116 | Feb 18 | 111¼ | May 5 | 114½ | July 11 | 114½ | .. |
| United States Mortgage & Trust Co.— | | | | | | | | |
| Real estate 1st g. col. trust bonds— | | | | | | | | |
| Series C, 5s, 1900-1915 | .. | .... | .. | .... | .. | ........ | 102½ | .. |
| Series D, 4½s, 1901-1916 | .. | .... | .. | .... | .. | ........ | 100½ | .. |
| Series E, 4s, 1907-1917 | .. | .... | .. | .... | .. | ........ | 100 | .. |
| Series F, 4s, 1908-1918 | .. | .... | .. | .... | .. | ........ | 100½ | .. |
| Western Union deb. 7s, 1875-1900 | 105½ | Feb 25 | 105¼ | Feb 25 | 105¼ | Feb 25 | .. | .. |
| Do., do., registered | 105½ | Jan 14 | 105 | Mar 11 | 105 | Mar 11 | .. | .. |
| Do., debenture 7s, 1884-1900 | .. | .... | .. | .... | 106 | Sep 30,97 | .. | .. |
| Do., collateral trust cur. 5s, 1938 | 111 | Jan 14 | 105 | Apr 21 | 110 | July 21 | .. | .. |
| Mutual Union Tel. sk. fd. 6s, 1911 | 111 | Mar 16 | 111 | Mar 16 | 111 | Mar 16 | .. | .. |
| Northwestern Telegraph 7s, 1904 | .. | .... | .. | .... | 107 | Mar., 96 | .. | .. |
| Western Gas Co. col. trust g. 5s, 1933 | 101 | Mar 16 | 101 | Mar 16 | 101 | Mar 16 | .. | .. |
| Wheel., L.E. & Pitts. Coal 1st g.5s,1919 | .. | .... | .. | .... | .. | ........ | 20 | .. |

### CALENDAR FOR THE WEEK.

**Monday, July 25.**

Homestake Mining Company—Dividend payable.
Street's West Stable Car Line Company—Dividend payable.
Wheeling and Lake Erie Railway—Expiration of time for payment of first assessment.

**Thursday, July 28.**

Cincinnati, Hamilton and Dayton Railroad—Books close for dividend on preferred stock.

**Friday, July 29.**

Lake Shore and Michigan Southern Railroad—Dividend payable.
Michigan Central Railroad—Dividend payable.

**Saturday, July 30.**

Chicago, St. Paul, Minneapolis and Omaha Railroad—Books close.
Lake Erie and Western Railroad—Books close.
United States Rubber Company—Dividend payable.
Westinghouse Air Brake Company—Stock dividend payable.

### MINING STOCKS.

Closing bids for mining stocks on the various Exchanges Saturday:

#### STOCK EXCHANGE.

| | | | |
|---|---|---|---|
| Alice | .60 | Hale & Norcross | .35 |
| Belcher | .10 | Horn Silver | 1.20 |
| Best & Belcher | .15 | Kings. & P. Iron | .15 |
| Breece | .35 | Leadville | .07 |
| Brunswick | .10 | Little Chief | .15 |
| Chollar | .15 | Mexican | .07 |
| Chrysolite | .07 | Ophir | .15 |
| Com. Tun. Co. | .08 | Phoenix Gold | .10 |
| Con. Cal. & Va. | .15 | Plymouth Cons | .07 |
| Crown Point | .05 | Savage | .12 |
| Deadwood | .25 | Sierra Nevada | .40 |
| Enterprise Min. Co. | .30 | Standard Cons | 1.50 |
| Father De Smet | .12 | Utah | .05 |
| Gould & Curry | .05 | Yellow Jacket | .06 |

#### CONSOLIDATED EXCHANGE.

| | | | |
|---|---|---|---|
| Alice | .70 | Moulton | .20 |
| Belcher | .08 | Ontario | 2.50 |
| Best & Belcher | .15 | Ophir | .15 |
| Breece | .25 | Occidental | .40 |
| Brunswick Consol | .09 | Plymouth | .12 |
| Belmont | .10 | Potosi | .12 |
| Caledonia B. H. | .30 | Quicksilver | 1.25 |
| Chollar | .12 | Quicksilver pf. | 4.75 |
| Crown Point | .03 | Savage | .10 |
| Chrysolite | .10 | Sierra Nevada | .40 |
| Con. Cal. & Va. | .30 | Standard | 1.20 |
| Com. T. Co. stock | .03 | Small Hopes | 1.00 |
| Com. T. Co. bonds | .03 | Union Con. | .12 |
| Com. T. Co. scrip | .02 | Utah | .02 |
| Deadwood Terra | .30 | Victor | 5.00 |
| Eureka Consol | .10 | Yellow Jacket | .10 |
| Father de Smet | .17 | Argentum Juanita | .17 |
| Gould & Curry | .05 | Alamo | .22 |
| Hale & Norcross | .35 | Anaconda | .34 |
| Homestake | 47.00 | Cripple Creek Cons. | .08 |
| Horn Silver | 1.20 | Golden Fleece | .15 |
| Iron Silver | .70 | Isabella | .19 |
| Julia Cons. | .01 | Mollie Gibson | .15 |
| Kings. & Pem. | .15 | Mount Rosa | .10 |
| La Crosse | .14 | Pharmacist | .04 |
| Leadville Con | .10 | Portland | 1.00 |
| Little Chief | .20 | Union Con. | .11 |
| Mexican | .10 | Work | .03 |

#### MINING EXCHANGE.

| | | | |
|---|---|---|---|
| Havana | .75 | Isabella | .21 |
| Rocky Mountain | .08¾ | Jefferson | .06½ |
| St. F. Cariboo | 2.30 | Justine | .02 |
| Alamo | .02½ | Lillie | .39 |
| Anaconda | .41 | Mollie Gibson | .20 |
| Anchoria, Leland | .72 | Mount Rosa | .12 |
| Cripple Cr. Con. | .06½ | Old Gold | .002¾ |
| Copper Rock | .001½ | Portland | .07 |
| Elkton | .87 | Sentinel | .008 |
| Gold Coin | .75 | Union | .13 |
| Garfield Con. | .11 | Work M. & M. Co. | .03½ |
| Golden Fleece | .21 | | |

### Report of Specie Imported Into District of New York, July 16 to 22, Inclusive.

| Steamer. | Where From. | Amount. |
|---|---|---|
| American Gold Coin— | | |
| Abydos | Curacao | $1,803 |
| Abydos | La Guayra | 1,400 |
| Saginaw | Aux Cayes | 10,000 |
| American Silver Coin— | | |
| Altai | Kingston | 1,500 |
| Abydos | Curacao | 181 |
| Foreign Gold Coin— | | |
| Abydos | Curacao | 2,079 |
| Jason | Jamaica | 1,076 |
| Foreign Silver Coin— | | |
| P. Reg. Luitpold | Bremen | 1,190 |
| Abydos | Curacao | 242 |
| Jason | Jamaica | 840 |
| New York | Macoris | 280 |
| Altai | Greytown | 1,395 |
| Gold Bullion— | | |
| Holstein | Carthagena | 400 |
| Altai | Porto Colombia | 1,945 |
| Prins Willem I. | Paramaribo | 1,900 |
| Ithaka | Tampico | 2,195 |
| Allianca | Colon | 12,178 |
| Allianca | Colon | 500 |
| Silver Bullion— | | |
| Ithaka | Tampico | 14,535 |
| Allianca | Colon | 38,500 |
| American Gold Coin— | | |
| Abydos | La Guayra | 8,100 |
| Allianca | Colon | 840 |
| Holstein | Cartagena | 13 |
| American Silver Coin— | | |
| Holstein | Cartagena | 6 |
| Gold Bullion— | | |
| Holstein | Cartagena | 540 |
| Total | | $98,638 |

### Specie Exports, Port of New York, July 18 to 23, Inclusive.

| July | Steamer. | Destination. | Character. | Amount. |
|---|---|---|---|---|
| 19 | Germanic | London | S. B. | $454,233 |
| 19 | Germanic | London | S. C. (S. A.) | 19,400 |
| 20 | Irrawaddy | Trinidad | S. C. (Mex.) | 282 |
| 21 | Prins Willem I. | Haiti | G. C. (U. S.) | 8,000 |
| 22 | Umbria | London | S. C. (Mex.) | 30,400 |
| 22 | Umbria | London | S. B. | 229,500 |
| 22 | La Navarre | Havre | S. B. | 60,000 |
| 22 | La Navarre | Havre | S. C. (Mex.) | 34,500 |
| Total | | | | $836,315 |

### Too Late for Last Week's Statement.

| July | Steamer. | Destination. | Character. | Amount. |
|---|---|---|---|---|
| 1 | Grenada | Trinidad | S. C. (Mex.) | 100 |
| 15 | Campania | London | S. B. | 50,272 |
| 15 | Jason | C. Grac's | S. C. (Peru) | 1,283 |
| 16 | New York | S.Dom'go | G. C. (U. S.) | 8,642 |
| 16 | New York | S.Dom'go | G. C. (Spain.) | 1,766 |
| Total | | | | $893,378 |

### THE MANCHESTER MARKET.

MANCHESTER, July 24.—There was much less doing last week than during the week previous. Yarns were difficult. Selling quotations were unchanged, but actual business showed considerable concessions. Offerings on the market for November and December found little favor with the spinners. Cloth offerings were plentiful, but very low, and therefore only a small amount actually was placed. Indian shirtings were mostly unacceptable. There was a small trade in printing cloths at very low rates, and jaconets did fairly well.

China has largely withdrawn from the market and the other markets are very conservative purchasers. Meanwhile the stocks of cloth are nowhere troublesome, and good authorities believe Manchester has a considerable short interest open, especially in yarns and cotton.

## OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

### Street Railways.

| | Bid. | Asked. |
|---|---|---|
| Atlantic Avenue con. m. 5s | 105½ | 109 |
| Atlantic Avenue gen. m. 5s | 108 | 109 |
| Atlantic Avenue imp. 5s | 88 | .. |
| Bleecker St. & F. F'y stock | 35½ | 37 |
| Bleecker St. & F. F'y 1st 7s | 105½ | 108 |
| Broadway & Seventh Avenue | 212 | 220 |
| Broadway & Seventh Av. 1st | 108 | 110 |
| Broadway & Seventh Av. 2d | 111 | 113 |
| Broadway Surface 1st 5s | 115 | 117 |
| Broadway Surface 2d | 105 | 107 |
| Brooklyn, Bath & W. E. 5s | 85 | 88 |
| Brooklyn City R. R. 1st m. 5s | 112 | 116 |
| Brooklyn City Railroad | 210 | 212 |
| B'lyn City & Newtown stock | 195 | 205 |
| B'lyn City & Newtown 1st 5s | 112 | 115 |
| Brooklyn El. when issued | 24 | 25 |
| Brooklyn El. pf., when issued | 59 | 60 |
| B'klyn, Queens Co. & Sub'n 5s | 105 | 108 |
| Buffalo Crosstown 5s | 107 | 110 |
| Buffalo Street Railway stock | 80 | 81 |
| Buffalo Street Ry. 1st consols | 109 | 111 |
| Central Cross-Town | 255 | .. |
| Central Cross-Town 1st 6s | 115½ | .. |
| Central Park, N. & E. River | 177 | 185 |
| Central Park, N. & E. River 7s | 110 | 118 |
| Christopher & Tenth Street | 161½ | 165 |
| Christopher & Tenth Street 1st | 101 | 104 |
| Citizens' Ry. (Indianapolis) 5s | 75½ | 78 |
| Cleveland City Railway | 58 | 60 |
| Cleveland Cable 1st 5s | 103 | 104½ |
| Cleveland Electric Railway | 58 | 62 |
| Cleveland Electric con. 5s | 105 | 106 |
| Coney Island & Brook. stock | 196 | 200 |
| Coney Island & B'lyn 1st 5s | 103 | 105 |
| C. I. & B'lyn 5 per cent. ctfs. | 101 | .. |
| Columbus (Ohio) stock | 46 | 50 |
| Columbus (Ohio) cons. 5s | 97 | 100 |
| Columbus Cross-Town 1st 5s | 100 | 101½ |
| D. D., E. B'way & B. stock | 180 | 200 |
| D. D., E. B'way & B. 1st 5s | 115¾ | 116½ |
| D. D. & B'y & B. 5 p. c. scrip | 100 | 102 |
| Eighth Avenue | 335 | 345 |
| Eighth Avenue 6 p. c. scrip | 105 | 109 |
| 42d St. & Grand Street | 340 | .. |
| 42d St., Man. & St. Nich. Av. | 60 | 64 |
| 42d St., Man. & St. N. Av. 1st | 113 | 116 |
| 42d St., Man. & St. Nich. Av. 2d | 90 | 91 |
| Kings County Elevated | 4 | 7 |
| Kings County incomes | 8 | 11 |
| Louisville St. Ry. com. | 84 | 89 |
| Louisville St. Ry. pref. | 93 | 97 |
| Nassau Elec. 1st 5s, (B'lyn) | 106½ | 108 |
| New Orleans Traction com. | 1 | 2 |
| New Orleans Traction pf. | 7 | 9 |
| New Orleans Traction notes | .. | 75 |
| North Shore Traction com. | 10½ | 12 |
| North Shore Traction pf. | 77 | 79 |
| Ninth Avenue | 183 | 190 |
| Providence & Pawtucket 1st | 107 | 110 |
| Richmond Traction 5s, 1925 | 105 | 108 |
| Rochester Ry. | 9 | 11½ |
| Rochester Ry. con. 5s | 97 | 98½ |
| Second Avenue stock | 178 | 180 |
| Second Avenue 1st m. 5s | 108½ | .. |
| Second Avenue consol. 5s | 114 | 114½ |
| Scranton Traction | 11 | 13 |
| Sixth Avenue R. R. stock | 200 | 210 |
| South Ferry 1st 5s | 107 | 112 |
| S. I. Rapid Transit 1st 6s | 107 | .. |
| S. I. Rapid Transit 2d | 60 | 70 |
| Steinway R. R. Co. 6 p. c. 1st | 115 | 117 |
| Third Avenue Railroad | 176 | 180 |
| Twenty-third Street | 310 | .. |
| Twenty-third Street deb. 5s | 103 | 108 |
| Twin City R. Transit Co. com. | 10 | 20 |
| Twin City R. Transit Co. pf. | 90 | 100 |
| Union Railway 1st 5s | 113 | 114 |
| Union Railway | 175 | 190 |
| West Chicago Street | 92¼ | 92¾ |
| West End (Boston) | 84½ | 86 |
| West End (Boston) pf. | 104 | 105 |
| Worcester Traction common | 15¾ | 16½ |
| Worcester Traction pf. | 94½ | 96 |

### Ferry Securities.

| | Bid. | Asked. |
|---|---|---|
| Hoboken Ferry stock | 90 | 91 |
| Hoboken Ferry 5s | 106¾ | 108 |
| Metropolitan Ferry 5s | 108 | 110 |
| N. Y. & E. R. Ferry 5s | 90 | 93 |
| N. Y. & E. R. Ferry stock | 69 | 71 |
| Union Ferry | 40 | 41½ |
| Union Ferry bonds | 100 | 102 |

### Trust Companies, &c.

| | Bid. | Asked. |
|---|---|---|
| American Surety | 155 | 175 |
| Atlantic | 135 | 140 |
| Bond & Mort. Guar. Co. | 190 | .. |
| Brooklyn | .. | 400 |
| Central | 1350 | 1375 |
| Colonial | 193 | 198 |
| Continental | 187½ | .. |
| Farmers' Loan & Trust | 900 | 950 |
| Fifth Avenue | 340 | 360 |
| Franklin | .. | 232 |
| German-American R. E. | .. | 80 |
| Guaranty | 425 | .. |
| Hamilton | 230 | 235 |
| Kings County | 280 | .. |
| Knickerbocker | 240 | .. |
| Lawyers' Surety | 100 | 110 |
| Lawyers' Title Ins. | 150 | 160 |
| Long Island Loan & Trust | 220 | 225 |
| Manhattan | 165 | .. |
| Manufacturers', Brooklyn | 235 | .. |
| Mercantile | 400 | .. |
| Metropolitan | 300 | .. |
| Nassau | 150 | .. |
| National Surety | .. | 202 |
| N. Y. Life Ins. & Trust Co. | 1175 | .. |
| N. Y. Security & Trust | 365 | .. |
| People's | .. | 256 |
| Produce Exchange | 200 | 202 |
| Real Estate Trust Co. | 200 | .. |
| State | .. | 200 |
| Title Guarantee & Trust | 277½ | 282½ |
| Union | 1040 | .. |
| U. S. Mortgage & Trust | 285 | 295 |
| United States | 1175 | .. |
| Washington | 225 | .. |

### Insurance Companies.

| | Bid. | Asked. |
|---|---|---|
| Commonwealth | .. | 105 |
| Continental | 420 | .. |
| Citizens' | 107 | 111 |
| Eagle | 235 | 245 |
| Empire City | 90 | 95 |
| Farragut | .. | 100 |
| German-American | 430 | 460 |
| Germania | 240 | 260 |
| Greenwich | 155 | 165 |
| Hamilton | 105 | 110 |
| Hanover | 140 | 145 |
| Home | 190 | 200 |
| Kings County | 165 | 175 |
| Nassau, Brooklyn | 150 | .. |
| New York | 108 | 112 |
| Niagara | 155 | 165 |
| North River | 120 | .. |

### Insurance Companies—Continued.

| | Bid. | Asked. |
|---|---|---|
| Pacific | 150 | 160 |
| Phenix, Brooklyn | 170 | 175 |
| Peter Cooper | 117 | 125 |
| Rutgers | .. | 115 |
| Stuyvesant | 75 | 85 |
| United States | 110 | 120 |
| Westchester | 120 | .. |
| Williamsburg City | 230 | .. |

### Banks.

| | Bid. | Asked. |
|---|---|---|
| America | 350 | 360 |
| American Exchange | 167 | 170 |
| Astor Place | 220 | .. |
| Bowery | .. | 285 |
| Broadway | 225 | 235 |
| Butchers & Drovers' | 85 | 95 |
| Central | 165 | 175 |
| Chase | 365 | .. |
| Chatham | 290 | 300 |
| Chemical | 3800 | 4000 |
| Citizens' | 125 | 130 |
| City | 1000 | 1200 |
| Colonial | 182½ | .. |
| Columbia | 150 | .. |
| Commerce | 200 | 206 |
| Continental | 125 | 130 |
| Corn Exchange | 275 | 285 |
| East River | 130 | .. |
| Eleventh Ward | 225 | .. |
| Fifth Avenue | 2900 | 3300 |
| Fifth National | 225 | .. |
| First National | 2500 | .. |
| First Nat. of Staten Island | .. | 160 |
| Fourth National | 170 | 180 |
| Fourteenth Street | 130 | 160 |
| Gallatin | 300 | .. |
| Gansevoort | .. | 90 |
| Garfield | 350 | .. |
| German-American | 112 | 117 |
| Germania | 365 | .. |
| German Exchange | 265 | .. |
| Greenwich | 165 | .. |
| Hamilton | 105 | .. |
| Hanover | 385 | .. |
| Hide & Leather | 85 | 95 |
| Home | .. | 155 |
| Hudson River | 140 | .. |
| Importers & Traders' | 465 | .. |
| Irving | 147½ | .. |
| Leather Manufacturers' | 170 | 180 |
| Liberty | 135 | .. |
| Lincoln | 750 | 800 |
| Manhattan | 220 | 230 |
| Market & Fulton | 225 | 235 |
| Mechanics' | 175 | 185 |
| Mechanics & Traders' | 114 | 118 |
| Mercantile | 167 | .. |
| Merchants' Exchange | 117 | .. |
| Merchants' | 148 | .. |
| Metropolis | 400 | 425 |
| Mount Morris | 100 | .. |
| Mutual | 100 | 120 |
| Nassau | 150 | .. |
| National Union | 220 | 230 |
| New Amsterdam | 250 | .. |
| New York | 235 | 242 |
| New York County | 800 | .. |
| New York National Exchange | .. | 80 |
| Nineteenth Ward | .. | 110 |
| Ninth National | 90 | 95 |
| North America | 132 | .. |
| Oriental | 140 | .. |
| Pacific | 180 | 185 |
| Park | 305 | 310 |
| People's | 200 | .. |
| Phenix | 90 | 92 |
| Plaza | 190 | .. |
| Produce Exchange | 110 | 117 |
| Republic | 150 | .. |
| Riverside | 190 | .. |
| Seaboard | 175 | .. |
| Second National | 450 | .. |
| Seventh National | 110 | 120 |
| Shoe & Leather | 93 | 98 |
| Sixth National | 250 | .. |
| State of New York | 103 | .. |
| Tradesmen's | .. | 97½ |
| Twelfth Ward | 125 | .. |
| Twenty-third Ward | 100 | .. |
| Union Square | 175 | .. |
| Western | 150 | 158 |
| West Side | 275 | .. |
| Yorkville | 175 | .. |

### Guaranteed Stocks.

| | Bid. | Asked. |
|---|---|---|
| Bald Eagle Valley | 195 | 200 |
| Beech Creek | 99 | 101 |
| Boston & Providence | 275 | 277 |
| Cayuga & Sus. | 198 | 205 |
| Columbus & Xenia | 200 | .. |
| Delaware & Bound Brook | 169 | 172 |
| Detroit, Hillsdale & S. W. | 99½ | .. |
| Erie & Pittsburg | 138 | 142 |
| Fort Wayne & Jackson pf. | 130 | .. |
| Gold & Stock Tel. Co. | 112 | 115 |
| Kal, Allegan & G. Rapids | 145 | 150 |
| Kan. City, St. L. & C. pf. | 140 | 145 |
| Little Miami | 182½ | 185 |
| Louisiana & Mo. R. pf. | 165 | .. |
| Mahoning Coal | 100 | .. |
| Mahoning Coal pf. | 106 | .. |
| Naugatuck | 245½ | .. |
| New York & Harlem | 335 | 350 |
| N. Y., Lack. & Western | 112 | 124 |
| Norwich & Worcester pf. | 200 | .. |
| Old Colony | 185 | 188 |
| Oswego & Syracuse | 202 | .. |
| Pacific & Atlantic Tel. | 70 | .. |
| Peoria & Bureau Valley | 182 | .. |
| P., Ft. W. & Chi. special | 160 | .. |
| Pitts., McK. & Yough | 135 | 138 |
| Providence & Worcester | 260 | .. |
| Rome & Clinton | 125 | .. |
| Troy & Greenbush | 140 | .. |
| Utica & Black River | 160 | .. |
| United N. J. R. R. & C. Co. | 255 | 256 |
| Valley of New York | 112 | 113 |
| Warren | 170 | 172 |

### Industrial and Miscellaneous.

| | Bid. | Asked. |
|---|---|---|
| Acker, Merrall & Condit 6s | 97½ | 101 |
| American Bank Note Co. | 39 | 41½ |
| American Brake | 90 | 92 |
| American Grocery 1st pf. | .. | 9 |
| American Press Association | 100 | 110 |
| American Soda Fountain Co. | 4 | 8 |
| American Soda Fountain 1st pf. | 47 | 53 |
| American Soda Fountain 2d pf. | 15 | 25 |
| Am. Typefounders, new stock | 36 | 38 |
| Atlantic Mu. Ins. scrip, 1897 | 102½ | 104½ |
| American Graphophone | 125 | 130 |
| American Graphophone pf. | 132½ | 137½ |
| Anderson Tobacco | 9 | 13 |
| Automatic Vending | 25 | .. |
| Barney & Smith Car common | 13 | 16 |
| Barney & Smith Car pf. | 57½ | 62½ |
| Barney & Smith Car 6s | 97 | 100 |
| Bliss, E. W. | 85 | 100 |
| Bliss, E. W., pf. | 102½ | 110 |
| Carter-Crume pf. | 55 | .. |
| Celluloid Company | 66 | 70 |
| Central & South Amer. Tel. | 103 | 104½ |

### Industrial and Miscellaneous—Continued.

| | Bid. | Asked. |
|---|---|---|
| Ches. & Pot. Tel. stock | 59 | 60 |
| Chesebrough Mfg. Co. | 350 | 370 |
| Claflin (H. B.) 1st pf. | 93 | 95½ |
| Claflin (H. B.) 2d pf. | 93½ | .. |
| Commercial Cable | 175 | 185 |
| Consolidated Car Heating | 82½ | 87½ |
| Consolidated Fireworks com. | .. | 10 |
| Consolidated Fireworks pf. | 37½ | .. |
| Cramps' Ship & Eng. Bldg. | 72 | 76 |
| Diamond Match Company | 135⅝ | 139 |
| Electro-Pneumatic, as. pd. | 1½ | 1¾ |
| Empire & Bay State Tel. | 65 | 75 |
| Eastman Kodak Co. | 95 | 100 |
| Erie & Western Trans. | 70 | 90 |
| Electric Vehicle | 8 | 10½ |
| Electric Vehicle pf. | 70 | 80 |
| Glucose Sugar Refining com. | 51 | 51½ |
| Glucose Sugar Refining pf. | 107½ | 108½ |
| Gorham Mfg. Co. common | .. | 90 |
| Gorham Mfg. Co. pf. | 110 | 114 |
| Great Falls Ice | 110 | 125 |
| Hecker-Jones-Jewell Milling pf. | 85 | 89 |
| Hecker-Jones-Jewell M. bonds | 85 | 90 |
| Herring-Hall-Marvin com. | ¼ | 1½ |
| Herring-Hall-Marvin pf. | 6 | 9 |
| Hoboken Land & Imp. | 100 | .. |
| Hoboken Land & Imp. 5s | 105 | .. |
| Hudson River Telephone | 60 | 73 |
| International Paper | 87½ | 89 |
| International Paper pf. | 85 | 87 |
| International Paper 6s | 104¾ | 108¾ |
| Iron Steamboat | 2½ | 4½ |
| Iron Steamboat 6s | 55 | 60 |
| J. B. Stetson com. | 45 | .. |
| J. B. Stetson pf. | 100 | 110 |
| Journeay & Burnham com. | .. | 22 |
| Journeay & Burnham pf. | 70 | 75 |
| Lanston Monotype | 80 | 87½ |
| Lorillard pf. | 112 | 113½ |
| Madison Square Garden stock | .. | 5 |
| Madison Square Garden 2d 6s | 25 | 35 |
| Mechanical Rubber com. | 7 | 12 |
| Mechanical Rubber pf. | 25 | 35 |
| Mergenthaler Linotype | 174 | 175 |
| Mich. Pen. Car com. | 9 | 11 |
| Mich. Pen. Car pf. | 50 | 53 |
| Mich. Pen. Car 1st 5s | 84 | 89 |
| Mosler Safe Co. pf. | .. | 105 |
| National Saw pf. | .. | 25 |
| National Casket Co. | 60 | 80 |
| National Wall Paper deb. stock | .. | 50 |
| N. Y. Loan & Imp. | 50 | .. |
| National Biscuit | 30 | 32 |
| National Biscuit pf. | 91 | 92½ |
| N. Y. Biscuit bonds 6s | 114 | 116 |
| New Jersey Zinc & Iron | 100 | .. |
| New York Air Brake | 47 | 49 |
| N. Y. & N. J. Telephone | 150½ | 151½ |
| Nicaragua Construction | 7 | 10 |
| Northwestern Telegraph | 112 | 117 |
| Old Dominion Steamship | 85 | 95 |
| Penn. Coal | 354 | 356 |
| Penn. Salt Manufacturing | 102 | 104 |
| Penn. Water com. | 10 | 12 |
| Phil. & Wil. Steamboat | 130 | 142½ |
| Pneumatic Gun Carriage | 3 | 3½ |
| Pratt & Whitney com. | 4 | 8 |
| Pratt & Whitney pf. | 40 | 50 |
| Procter & Gamble | 245 | .. |
| Procter & Gamble pf. | 160 | 165 |
| R. I. Perkins Horseshoe | .. | 10 |
| R. I. Perkins Horseshoe pf. | 30 | 40 |
| Safety Car Heating & Light | 95 | 100 |
| Simmons Hardware com. | 105 | .. |
| Simmons Hardware pf. | 116 | 120 |
| Singer Mfg. Co. | 405 | 420 |
| Standard Oil | 401 | 402 |
| Susquehanna Coal 6s | 115 | .. |
| Swift & Co. | 94 | 97 |
| Swift & Co. 1st pf. | 106 | .. |
| Texas & Pacific Coal | 50 | 55 |
| Texas & Pacific Coal 1st | 102 | .. |
| Trenton Potteries com. | 9 | 11 |
| Trenton Potteries pf. | 38 | 42 |
| Trow Directory pf. | 33 | 38 |
| Union Switch & Signal | 61 | 64 |
| Union Switch & Signal pf. | 110 | 116 |
| Union Typewriter com. | 6½ | 8 |
| Union Typewriter 1st pf. | 94 | 95 |
| Union Typewriter 2d pf. | 87½ | 90 |
| U. S. Glass com. | .. | 26 |
| U. S. Glass pf. | 70 | 90 |
| Wagner Palace Car | 169 | 171 |
| Westinghouse Air Brake | 510 | .. |
| Wool Exchange of New York | 110 | 120 |
| Worthington Pump | 25 | 29 |
| Worthington Pump pf. | 90 | 92½ |

### Gas Companies.

| | Bid. | Asked. |
|---|---|---|
| Baltimore Consolidated | 64 | 64½ |
| Baltimore Con. 1st 5s | 108 | 111 |
| Buffalo (N. Y.) 1st w. i. | 95¾ | 96 |
| Buffalo (N. Y.) stock | 23½ | 24¼ |
| Central (N. Y.) | 175 | .. |
| Central Union Gas bonds | 104½ | 105 |
| Central Union Gas con. deb. 5s | 108 | 111 |
| Chicago Consumers' 1st 5s | .. | 105 |
| Chi. Eq. Gas L. & F. 1st 6s | 102½ | .. |
| Chi. P. Gas & C. 1st 6s | 107 | 110 |
| Chi. P. Gas & C. 2d 6s | 106 | 109 |
| Chi. P. Gas & C. con. 6s | 115 | .. |
| Chicago P. Gas refunding 5s | 105 | 108 |
| City Gas (Norfolk, Va.) | 36 | 38 |
| City Gas (Norfolk, Va.) 1st 6s | 98 | 102 |
| Columbus (Ohio) Gas stock | 86 | 90 |
| Columbus (Ohio) 1st 5s | 98 | 101 |
| Consolidated Gas (N. J.) bonds | 75 | 80 |
| Consolidated Gas of N. J. | 16 | 21 |
| Consumers' Gas (Jersey City) | 75 | 80 |
| Con. Gas (Jersey City) bonds | 100 | 103¾ |
| Detroit Inc. 5s | 94 | 97 |
| Equitable 1st 6s | 101 | 102½ |
| Equitable 1st con. 5s | 114½ | 117 |
| Fort Wayne (Ind.) stock | 75 | 80 |
| Fort Wayne (Ind.) 1st 6s | 89 | 90¾ |
| Grand Rapids stock | 76 | 79 |
| Grand Rapids bonds | 98 | 101 |
| Ind. Nat. & Ill. | 59 | 63 |
| Indiana Nat. & Ill. 1st 6s | 73 | 75 |
| Indianapolis stock | 115 | 125 |
| Indianapolis 1st 6s | 104¾ | 106½ |
| Lafayette (Ind.) stock | 77 | 80 |
| Lafayette 1st 6s | 85 | 88 |
| Logansport & Wab. Val. stock | 54 | 58 |
| Logansport & Wab. Val. 1st 6s | 72 | 73 |
| Madison (Wis.) Gas | 56 | 60 |
| Madison (Wis.) 1st 6s | 100 | 102½ |
| Minneapolis Gas 6s | 103½ | 105 |
| Mutual of New York | 340 | 345 |
| New Amsterdam | 29¾ | 30¾ |
| New Amsterdam pf. | 74 | 74½ |
| New Amsterdam 1st 5s | 102 | 102¾ |
| N. Y. & E. R. Gas Co 1st | 111 | 113 |
| N. Y. & E. R. Gas Co. con. | 106 | 107½ |
| Ohio & Indiana stock | 54 | 58 |
| Ohio & Indiana bonds | 71 | 73 |
| St. Joseph (Mo.) | 35 | 37 |
| St. Joseph (Mo.) 5s | 90 | 93 |
| St. Paul Gas stock | 38 | 41 |
| St. Paul Gas bonds | 76 | 78 |
| Standard Gas, New York | 139 | 141 |
| Standard Gas, New York, pf. | 153 | 160 |
| Standard Gas, New York, 1st | 112 | [illegible] |
| Syracuse Gas stock | 17 | 18 |
| Syracuse Gas 5s | 85 | 88½ |
| Western Gas Co., Milwaukee | 84 | 85½ |
| West. Gas Co. bonds, Milw'kee | 102 | 102¾ |
| Williamsburg 1st 6s | 101 | 103½ |

## INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

| Closing July 23. | | STOCKS. | Amount Outstanding. | Last Dividend. | | Range in 1898. | | | | Last Sale. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Bid. | Asked. | | | | | Highest. | | Lowest. | | | |
| 190 | 200 | **Albany & Susquehanna** | $3,520,000 | July, 1898 | 3½ | *186 | Feb. 3 | *183 | Jan. 4 | *186 | Feb. 3, 1898 |
| .. | .. | **American Bank Note** | ........ | June 30, 1898 | 1 | *43 | Mar. 5 | *43 | Mar. 5 | *43 | Mar. 5, 1898 |
| 120 | 140 | American Coal | 1,500,000 | Mar. 1, 1898 | 4 | .. | ........ | .. | ........ | 125 | Sept. 16, 1897 |
| 22 | 28 | American District Telegraph | 3,845,000 | May 16, 1898 | 1 | 24½ | June 30 | 22 | May 3 | 24 | July 1, 1898 |
| 23 | 26 | American Malting | 13,750,000 | .......... | .. | 29½ | May 6 | 24 | July 8 | 25 | July 15, 1898 |
| .. | .. | American Tobacco pf. | 11,935,000 | May 1, 1898 | 2 | 129 | July 8 | *112 | Jan. 28 | *126¾ | July 15, 1898 |
| 35 | 37 | Ann Arbor pf | 4,000,000 | .......... | .. | 40¼ | Feb. 7 | 34 | Jan 4 | *35¼ | July 6, 1898 |
| 6 | 7 | **Balt. & Ohio Southwest. pf.** | 19,670,700 | .......... | .. | 7⅞ | Feb. 3 | 5¼ | Jan. 10 | 6½ | July 14, 1898 |
| 104 | 108 | Boston Air Line pf | 1,426,000 | July, 1898 | 2 | *105 | Mar. 9 | *105 | Mar. 9 | *105 | Mar. 9, 1898 |
| .. | .. | Brooklyn Elevated | 13,283,600 | .......... | .. | .. | ........ | .. | ........ | *7½ | Dec. 28, 1897 |
| 27 | 29 | Buff., Roch. & Pittsburg | 6,000,000 | .......... | .. | 30¼ | Jan. 6 | 25 | Mar. 12 | 28½ | June 7, 1898 |
| 66 | 67 | Buff., Roch. & Pittsburg pf. | 6,000,000 | Feb. 1, 1898 | 1 | 67¾ | Jan. 8 | *61 | May 3 | 66½ | July 9, 1898 |
| .. | .. | Bur., Cedar Rapids & Northern. | 5,500,000 | Feb. 1, 1898 | 2 | 75 | July 1 | *65 | Mar. 10 | *75 | July 7, 1898 |
| .. | .. | **Capital Traction** | 12,000,000 | July 1, 1898 | 75c. | 70 | Jan. 25 | 62 | Jan. 4 | 70 | Jan. 25, 1898 |
| .. | .. | Central Coal & Coke | 1,500,000 | .......... | .. | .. | ........ | .. | ........ | 20¾ | Oct. 13, 1897 |
| 160 | .. | Chicago & Alton | 18,764,800 | June 1, 1898 | 1¾ | 166¼ | Feb. 11 | *150 | Mar. 14 | *157½ | July 1, 1898 |
| 172 | .. | Chicago & Alton pf | 3,479,500 | June 1, 1898 | 1¾ | *166 | Mar. 24 | *166 | Mar. 24 | *166 | Mar. 24, 1898 |
| 70 | .. | Chicago Great Western deb | 12,030,500 | July, 1898 | 2 | 71¼ | July 15 | 71¼ | July 15 | 71¼ | July 15, 1898 |
| .. | .. | Chicago Stock Yards | 6,500,000 | July 1, 1898 | 4 | .. | ........ | .. | ........ | 202½ | May 22, 1897 |
| .. | .. | Chicago Stock Yards pf | 6,500,000 | July 1, 1898 | 1½ | 120 | June 4 | 120 | June 4 | 120 | June 4, 1898 |
| 85 | 88 | Cleve., Cin., Chi. & St. Louis pf. | 10,000,000 | July 20, 1898 | 1¼ | *88¾ | June 17 | 77½ | Mar. 9 | 87 | July 15, 1898 |
| .. | 45 | Cleve., Lorain & Wheeling pf | 5,000,000 | Oct. 1, 1896 | 1 | 50¼ | Feb. 5 | 45 | May 2 | 48¾ | June 1, 1898 |
| 170 | .. | Cleveland & Pittsburg | 11,243,736 | June 1, 1898 | 1¾ | 170 | June 7 | *169½ | June 24 | *169½ | June 24, 1898 |
| ⅛ | ½ | Colorado Coal & Iron Dev. | 5,500,000 | .......... | .. | ⅞ | Jan. 28 | ¼ | Apr. 7 | *⅜ | July 6, 1898 |
| 1½ | 2¼ | Colorado Coal & Iron Dev. pf. | 500,000 | .......... | .. | 2½ | Jan. 7 | 2 | June 6 | 2⅛ | June 6, 1898 |
| .. | .. | Colorado Fuel & Iron pf | 20,000 | Feb. 20, 1897 | 4 | .. | ........ | .. | ........ | *80 | Dec. 14, 1897 |
| .. | .. | Colorado Midland | 3,420,200 | .......... | .. | *6 | June 6 | *5 | June 6 | 5¼ | June 23, 1898 |
| .. | .. | Colorado Midland pf | 4,644,800 | .......... | .. | *18½ | June 4 | 14 | June 23 | 15 | July 11, 1898 |
| 4 | 5 | Columbus & Hock. Coal & Iron | 4,700,000 | .......... | .. | 5¾ | July 6 | 5¾ | July 6 | 5¾ | July 6, 1898 |
| 170 | .. | Commercial Cable | 10,000,000 | July 1, 1898 | 1¾ | 180 | July 12 | 180 | July 12 | *180 | July 15, 1898 |
| .. | .. | Consol. K. C. Smelt. & Ref. pf. | 871,325 | July 15, 1898 | 1¾ | 99½ | May 24 | 99½ | May 24 | 99½ | May 24, 1898 |
| 45 | .. | Consolidation Coal | 10,250,000 | Feb. 1, 1898 | 2 | 46 | June 27 | 40 | May 17 | 46 | June 27, 1898 |
| 75 | .. | **Des Moines & Ft. Dodge** pf. | 763,500 | Aug. 2, 1897 | 6 | .. | ........ | .. | ........ | *70 | Dec. 31, 1897 |
| .. | .. | Duluth, South Shore & Atlantic | 12,000,000 | .......... | .. | .. | ........ | .. | ........ | 4½ | Sept. 16, 1897 |
| .. | .. | Duluth, South Shore & Atl. pf. | 10,000,000 | .......... | .. | 7⅛ | Feb. 5 | 5 | Apr. 14 | 6 | June 29, 1898 |
| 340 | .. | **Eighth Avenue** | 1,000,000 | July, 1898 | 3¾ | 340 | June 17 | 335 | June 16 | *340 | June 30, 1898 |
| 17 | 18 | Erie 2d pf | 16,000,000 | .......... | .. | 21⅝ | Feb. 11 | 15½ | Apr. 22 | 17½ | July 12, 1898 |
| .. | .. | Erie Tel. & Tel | 48,000,000 | May 16, 1898 | 1 | .. | ........ | .. | ........ | 75 | Oct. 14, 1897 |
| 50 | 52 | Evansville & Terre Haute pf | 1,284,000 | Apr. 15, 1897 | 1 | 52 | June 16 | *37 | Apr. 13 | 50 | June 30, 1898 |
| .. | .. | **Flint & Pere Marquette** | 3,298,200 | .......... | .. | 14⅛ | Feb. 14 | *9⅛ | Apr. 15 | 11⅛ | May 14, 1898 |
| .. | .. | Flint & Pere Marquette pf | 6,500,000 | .......... | .. | 43 | Jan. 28 | *27 | Mar. 26 | *32 | June 27, 1898 |
| .. | 12 | Fort Worth & Rio Grande | 3,108,100 | .......... | .. | 16⅝ | Jan. 31 | 10 | May 19 | 11 | June 6, 1898 |
| .. | .. | **General Electric pf.** | 4,252,000 | July 1, 1898 | 3½ | .. | ........ | .. | ........ | 75 | Mar. 22, 1898 |
| .. | .. | Gold & Stock Tel | 5,000,000 | July, 1898 | 1½ | .. | ........ | .. | ........ | *108½ | Dec. 14, 1897 |
| 30 | 40 | Green Bay & Western | 2,500,000 | .......... | .. | *32½ | Feb. 24 | *30 | Jan. 7 | *32½ | Feb. 24, 1898 |
| .. | .. | **H. B. Claflin Co** | 3,829,100 | July 15, 1898 | 1½ | 92½ | Feb. 10 | *87¾ | June 20 | *88 | July 15, 1898 |
| .. | .. | H. B. Claflin Co. 1st pf | 2,600,300 | May 1, 1898 | 1¼ | .. | ........ | .. | ........ | *94½ | Dec. 30, 1897 |
| .. | .. | H. B. Claflin Co. 2d pf | 2,570,600 | May 1, 1898 | 1½ | .. | ........ | .. | ........ | *94 | Dec. 11, 1897 |
| 5½ | 6½ | **Kanawha & Michigan** | 9,000,000 | .......... | .. | *6¾ | Jan. 2 | 6 | Feb. 2 | 6½ | May 24, 1898 |
| 16 | 17 | Kansas City, Pitts. & Gulf | 23,000,000 | .......... | .. | 24½ | Feb. 10 | 15 | Apr. 16 | 17 | July 16, 1898 |
| .. | .. | Keely Motor | ........ | .......... | .. | .. | ........ | .. | ........ | 4½ | Mar. 9, 1897 |
| 17 | 19 | Keokuk & Des Moines pf | 1,524,600 | Jan. 15, 1895 | 90c. | 18½ | June 14 | *13⅛ | Mar. 19 | *17 | June 25, 1898 |
| 29 | 31 | Keokuk & Western | 4,000,000 | Apr. 1, 1898 | 1 | 34½ | Mar. 1 | 30 | June 2 | 30 | July 11, 1898 |
| .. | .. | Kingston & Pembroke | 4,500,000 | .......... | .. | 2 | May 19 | 2 | May 19 | 2 | May 20, 1898 |
| 91 | 92 | **Laclede Gas** pf | 2,500,000 | June 15, 1898 | 2½ | 94½ | Jan. 14 | 85 | Mar. 12 | 91½ | July 13, 1898 |
| .. | .. | Lake Shore certificates | ........ | .......... | .. | 190 | May 27 | 180 | May 2 | *188 | July 7, 1898 |
| 3 | 6 | **Manhattan Beach** | 5,000,000 | .......... | .. | 5¼ | Jan. 24 | 4 | Jan. 20 | *5 | June 13, 1898 |
| 45 | 52 | Maryland Coal pf | 1,876,000 | July 1, 1898 | 2 | *53 | June 10 | 45 | Mar. 28 | *50 | June 29, 1898 |
| .. | .. | Mergenthaler Linotype | 10,000,000 | June 30, 1898 | 5 | *152 | May 31 | *140 | Mar. 9 | *152 | May 31, 1898 |
| 4¾ | 5¼ | Mexican Central | 47,841,100 | .......... | .. | 6¼ | Jan. 8 | 4½ | June 15 | 5⅛ | June 29, 1898 |
| ¾ | 1¼ | Mexican National certificates | 33,350,000 | .......... | .. | 1½ | May 2 | 1 | Feb. 10 | 1¼ | June 7, 1898 |
| .. | .. | Michigan Peninsular Car | 2,000,000 | Oct. 1, 1893 | 2 | .. | ........ | .. | ........ | 14 | Sept. 9, 1897 |
| .. | .. | Michigan Peninsular Car pf | 5,000,000 | June 30, 1898 | 2 | *54 | Jan. 29 | *54 | Jan. 29 | *54 | Jan. 29, 1898 |
| 28 | 29½ | Minneapolis & St. Louis | 6,000,000 | .......... | .. | 30⅞ | Feb. 15 | 24 | Mar. 11 | 28¾ | July 14, 1898 |
| 6 | .. | Minn., St. P. & S. Ste. Marie | 14,000,000 | .......... | .. | 7 | Jan. 5 | 6½ | Mar. 1 | 6½ | Mar. 11, 1898 |
| 18 | .. | Minn., St. P. & S. Ste Marie pf. | 7,000,000 | .......... | .. | .. | ........ | .. | ........ | 10 | Dec. 2, 1897 |
| 25½ | 27 | Mobile & Ohio | 5,320,600 | Feb. 28, 1898 | 1 | 32½ | Feb. 7 | 24¾ | Apr. 9 | 26 | July 15, 1898 |
| .. | .. | **Nash., Chat. & St. Louis** | 10,000,000 | May 1, 1898 | 1 | 60 | June 1 | 60 | June 1 | 60 | June 1, 1898 |
| 6 | 7 | National Starch Manufacturing | 5,000,000 | .......... | .. | 9 | Feb. 10 | 5 | Apr. 25 | 5¾ | July 9, 1898 |
| 70 | 80 | National Starch 1st pf | 3,000,000 | May 1, 1898 | 2 | *81 | Jan. 24 | 60 | Mar. 25 | *65 | June 22, 1898 |
| 16 | 25 | National Starch 2d pf | 2,500,000 | January, 1893 | 6 | 30 | Jan. 27 | 15 | June 29 | 16 | July 13, 1898 |
| .. | .. | New Central Coal | 5,000,000 | .......... | .. | 8½ | June 24 | 6¼ | Apr. 25 | 8½ | June 24, 1898 |
| 13½ | 15 | N. Y., Chi. & St. Louis | 14,000,000 | .......... | .. | 15⅝ | Jan. 31 | *11⅝ | Apr. 20 | 15 | July 12, 1898 |
| 65 | 80 | N. Y., Chi. & St. Louis 1st pf | 5,000,000 | Mar. 1, 1898 | 2 | 76 | Jan. 31 | *65 | May 10 | 75 | July 11, 1898 |
| 30 | 37 | N. Y., Chi. & St. Louis 2d pf | 11,000,000 | .......... | .. | 40¼ | Jan. 29 | 28 | Mar. 25 | 37½ | July 11, 1898 |
| .. | .. | N. Y., Lack. & Western | 100,000,250 | July, 1898 | 1¼ | *123¾ | Feb. 16 | *120 | Apr. 20 | *123½ | July 7, 1898 |
| .. | .. | New York Mutual Gas | 3,500,000 | July 11, 1898 | 5 | .. | ........ | .. | ........ | *350 | Nov. 16, 1897 |
| .. | .. | New Jersey & New York Tel | 5,000,000 | Apr. 15, 1898 | 2½ | .. | ........ | .. | ........ | *124 | Jan. 28, 1897 |
| .. | .. | **Omaha & St. Louis** | 621,900 | .......... | .. | 7 | Mar. 5 | 7 | Mar. 5 | 7 | Mar. 5, 1898 |
| 3 | 5 | Ontario Mining | 15,000,000 | Dec. 31, 1897 | 75c. | *5 | June 17 | *3 | Mar. 8 | *3 | June 24, 1898 |
| 48 | 50 | Oregon R. R. & Navigation | 24,000,000 | July 2, 1898 | 1 | 54¼ | Feb. 1 | 35½ | Jan. 7 | *50 | July 8, 1898 |
| 68 | 71 | Oregon R. R. & Navigation pf | 10,998,500 | July 1, 1898 | 2 | 74 | June 11 | 65½ | Mar. 29 | *71½ | July 13, 1898 |
| .. | .. | **Panama** | 7,000,000 | Jan. 3, 1896 | 2 | .. | ........ | .. | ........ | *95 | Sept. 22, 1897 |
| 340 | .. | Pennsylvania Coal | 5,000,000 | May 1, 1898 | 4 | *350 | Feb. 25 | *325 | Mar. 23 | *325 | Mar. 23, 1898 |
| 3½ | 6 | Peoria & Eastern | 10,000,000 | .......... | .. | 5¼ | Feb. 11 | *3 | Jan. 26 | *3 | July 8, 1898 |
| .. | .. | Pierre Lorillard pf | 2,000,000 | July 1, 1898 | 2 | .. | ........ | .. | ........ | *115 | Sept. 29, 1897 |
| 170 | .. | Pitts., Ft. Wayne & Chi | 19,714,285 | July 5, 1898 | 1¾ | 172½ | July 13 | *168 | Feb. 25 | 172½ | July 13, 1898 |
| 1½ | .. | **Quicksilver** | 5,708,700 | .......... | .. | 2¼ | Jan. 27 | 2 | Jan. 26 | 2 | May 18, 1898 |
| 5 | 8 | Quicksilver pf | 4,291,300 | ...... 1891 | 4¾ | 6¾ | Jan. 18 | 5 | June 2 | 6 | June 29, 1898 |
| 180 | .. | **Rens. & Saratoga** | 10,000,000 | July, 1898 | 4 | *185 | May 20 | *182 | Jan. 26 | *185 | May 20, 1898 |
| 122 | .. | Rome, Watertown & Ogdensb | 10,000,000 | May 16, 1898 | 1¼ | 123 | Jan. 4 | *116¼ | Mar. 26 | 122 | July 5, 1898 |
| 20 | 20⅞ | **St. Jo. & Grand Island** 2d pf | 3,500,000 | .......... | .. | 23¼ | June 11 | 13½ | Apr. 25 | 21 | July 14, 1898 |
| 18 | 21 | St. Paul & Duluth | 4,660,200 | July 5, 1887 | 3 | 25 | Jan. 8 | *17½ | July 9 | *17½ | July 9, 1898 |
| 150 | 160 | St. Paul & Omaha pf | 12,646,833 | Feb. 21, 1898 | 3½ | 155 | Feb. 28 | *148 | Jan. 5 | *155 | July 12, 1898 |
| 58¾ | 59¼ | Silver Bullion certificates | ........ | .......... | .. | 59 | July 12 | 56 | May 5 | 59 | July 12, 1898 |
| 200 | .. | Sixth Avenue | 2,000,000 | July 1, 1898 | 3½ | .. | ........ | .. | ........ | 195 | July 19, 1897 |
| .. | .. | **Standard Gas** | 5,000,000 | July 1, 1898 | 1½ | *147 | Jan. 24 | 143½ | Jan. 21 | *147 | Jan. 22, 1898 |
| .. | .. | Standard Gas pf | 3,721,100 | Dec. 31, 1897 | 5 | *144½ | Jan. 3 | *144½ | Jan. 22 | *144½ | Jan. 24, 1898 |
| .. | .. | Southern & Atlantic Tel | 559,525 | April, 1898 | 2½ | 100 | Feb. 17 | 100 | Feb. 17 | 100 | Feb. 17, 1898 |
| .. | .. | **Texas Central** | 2,649,400 | .......... | .. | .. | ........ | .. | ........ | 10 | July 13, 1897 |
| .. | .. | Texas Central pf | 1,324,500 | Jan. 15, 1898 | 3 | .. | ........ | .. | ........ | *40½ | Feb. 5, 1897 |
| .. | .. | Texas Pacific Land Trust | 10,370,000 | .......... | .. | 7¾ | June 8 | 5 | May 27 | 7½ | June 14, 1898 |
| 175 | 178 | Third Avenue | 10,000,000 | May 31, 1898 | $2 | 194½ | Feb. 17 | 155 | Apr. 21 | 174 | July 16, 1898 |
| .. | 20 | Toledo & Ohio Central | 6,500,000 | Nov. 25, 1893 | 1 | *15 | Feb. 10 | *15 | Feb. 10 | *15 | Feb. 10, 1898 |
| 20 | 40 | Toledo & Ohio Central pf | 8,708,000 | July 25, 1896 | 1¼ | *41 | Feb. 7 | *38½ | Feb. 8 | *40 | Feb. 10, 1896 |
| .. | .. | Twin City Rapid Transit | 15,010,000 | .......... | .. | 22½ | Feb. 25 | 19¾ | Apr. 14 | 19⅞ | May 26, 1898 |
| .. | .. | Twin City Rapid Transit pf | 1,137,200 | April, 1898 | 1¾ | .. | ........ | .. | ........ | *95 | Dec. 23, 1897 |
| .. | .. | **Union Ferry** | 3,000,000 | July 1, 1898 | 1 | .. | ........ | .. | ........ | 64 | July 13, 1897 |
| .. | .. | United N. J. R. R. & Canal | 21,240,400 | July, 1898 | 2½ | .. | ........ | .. | ........ | *215½ | Mar. 15, 1897 |
| 40 | 44 | United States Express | 10,000,000 | May 16, 1898 | 1½ | *49 | Feb. 8 | 38 | Apr. 14 | *42 | July 14, 1898 |
| .. | .. | Utica & Black River | 2,223,000 | March, 1898 | 3½ | .. | ........ | .. | ........ | 165 | Oct. 20, 1897 |
| .. | .. | **Warren Railroad** | 1,800,000 | July, 1898 | 3½ | .. | ........ | .. | ........ | 167 | Aug. 24, 1897 |
| 119 | 122 | Wells-Fargo Express | 8,000,000 | July 15, 1898 | 3 | 123 | June 24 | *112½ | May 5 | *120 | July 12, 1898 |
| .. | .. | Western Gas | 4,000,000 | July 20, 1898 | 3 | 86 | Jan. 17 | 86 | Jan. 17 | 86 | Jan. 17, 1898 |
| .. | .. | Western Union Beef | 13,600,000 | Nov. 23, 1897 | 2 | 8 | Jan. 13 | 7½ | Jan. 5 | 8 | Apr. 18, 1898 |
| .. | .. | Wisconsin Central | 12,000,000 | .......... | .. | 3⅛ | Jan. 17 | 1⅜ | Mar. 22 | *2⅜ | July 16, 1898 |
| .. | .. | Wisconsin Central pf | 3,000,000 | .......... | .. | 8 | Jan. 17 | 5 | Feb. 5 | 6 | July 12, 1898 |

*Sales of less than 100 shares.

## SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

| | First. | High. | Low. | Last. | Sales. |
|---|---|---|---|---|---|
| Enterprise | .35 | .35 | .35 | .35 | 500 |
| Phenix | .12 | .14 | .12 | .14 | 1,200 |
| Total sales | | | | | 1,700 |

ON THE CONSOLIDATED EXCHANGE.

| | First. | High. | Low. | Last. | Sales. |
|---|---|---|---|---|---|
| Anaconda | .43 | .43 | .43 | .43 | 500 |
| Brunswick | .11 | .11 | .11 | .11 | 1,000 |
| C. & C. C. Con. | .10 | .10 | .10 | .10 | 800 |
| Hale & Nor. | .45 | .45 | .45 | .45 | 200 |
| Horn Silver | 1.35 | 1.35 | 1.35 | 1.35 | 100 |
| Iron Silver | .80 | .80 | .80 | .80 | 500 |
| Mexican | .10 | .10 | .10 | .10 | 200 |
| Mollie Gibson | .19 | .20 | .19 | .20 | 600 |
| Ophir | .20 | .20 | .20 | .20 | 1,000 |
| Sierra Nev. | .45 | .48 | .40 | .48 | 2,700 |
| Standard | 1.65 | 1.65 | 1.65 | 1.65 | 100 |
| Utah | .04 | .04 | .04 | .04 | 1,000 |
| Yellow Jacket | .10 | .10 | .10 | .10 | 500 |
| Total sales | | | | | 9,200 |

ON THE MINING EXCHANGE.

| | First. | High. | Low. | Last. | Sales. |
|---|---|---|---|---|---|
| Copper Rock | .002¾ | .002⅞ | .001⅞ | .002 | 27,000 |
| Lillie | .90 | .90 | .90 | .90 | 500 |
| Rocky Mt. | .08 | .09 | .08 | .09 | 3,600 |
| Sentinel | .008¾ | .009⅞ | .007¾ | .008⅜ | 153,000 |
| Total sales | | | | | 184,100 |

## THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

| | Gold. | Silver. |
|---|---|---|
| BANK OF ENGLAND. | | |
| July 21, 1898 | £36,244,853 | ...... |
| July 22, 1897 | 36,842,819 | ...... |
| BANK OF FRANCE. | | |
| July 21, 1898 | 74,776,817 | 49,386,824 |
| July 22, 1897 | 80,626,854 | 49,031,357 |
| BANK OF GERMANY. | | |
| July 21, 1898 | 27,868,000 | 14,356,000 |
| July 22, 1897 | 29,351,000 | 15,120,000 |
| RUSSIA. | | |
| July 21, 1898 | 111,358,000 | 4,413,000 |
| July 22, 1897 | 92,772,000 | 4,583,000 |
| AUSTRIA-HUNGARY. | | |
| July 21, 1898 | 34,892,000 | 12,639,000 |
| July 22, 1897 | 36,732,000 | 12,663,000 |
| SPAIN. | | |
| July 21, 1898 | 10,158,000 | 5,072,000 |
| July 22, 1897 | 8,949,000 | 10,970,000 |
| ITALY. | | |
| July 21, 1898 | 14,911,000 | 1,932,000 |
| July 22, 1897 | 15,154,000 | 2,572,000 |
| NETHERLANDS. | | |
| July 21, 1898 | 3,536,000 | 6,931,000 |
| July 22, 1897 | 2,632,000 | 6,940,000 |
| BELGIUM. | | |
| July 21, 1898 | 2,896,000 | 1,448,000 |
| July 22, 1897 | 2,762,000 | 1,381,000 |
| Total for the week | £316,640,670 | £96,177,824 |
| Total preceding week | 315,455,243 | 95,390,625 |
| Corresponding date last year | 305,821,673 | 103,260,357 |

## CLEARING HOUSE COMPARISONS.

| | |
|---|---|
| Exchanges week ending July 23 | $630,290,419 |
| Balances week ending July 23 | 46,140,432 |
| Exchanges week ending July 16 | 720,893,050 |
| Balances week ending July 16 | 47,100,838 |
| *Exchanges week ending July 9 | 617,814,853 |
| *Balances week ending July 9 | 44,564,178 |
| Exchanges week ending July 2 | 826,863,622 |
| Balances week ending July 2 | 62,660,979 |
| Exchanges week ending June 25 | 655,289,867 |
| Balances week ending June 25 | 43,167,523 |
| Exchanges week ending June 18 | 763,433,231 |
| Balances week ending June 18 | 47,170,993 |
| Exchanges week ending June 11 | 747,874,044 |
| Balances week ending June 11 | 37,216,335 |
| *Exchanges week ending June 4 | 719,788,431 |
| *Balances week ending June 4 | 41,451,405 |
| Exchanges week ending May 28 | 706,878,309 |
| Balances week ending May 28 | 40,433,231 |
| Exchanges week ending May 21 | 756,408,491 |
| Balances week ending May 21 | 44,270,061 |
| Exchanges week ending May 14 | 819,486,982 |
| Balances week ending May 14 | 46,850,109 |
| *Exchanges week ending May 7 | 778,748,624 |
| *Balances week ending May 7 | 42,742,666 |
| Exchanges week ending April 30 | 631,653,506 |
| Balances week ending April 30 | 41,238,796 |
| Exchanges week ending April 23 | 628,188,250 |
| Balances week ending April 23 | 35,903,111 |
| Exchanges week ending April 16 | 630,947,708 |
| Balances week ending April 16 | 35,834,274 |
| Exchanges week ending April 9 | 665,828,308 |
| Balances week ending April 9 | 36,559,229 |
| Exchanges week ending April 2 | 782,961,674 |
| Balances week ending April 2 | 58,889,842 |
| Exchanges week ending March 26 | 611,838,204 |
| Balances week ending March 26 | 38,966,193 |
| Exchanges week ending March 19 | 785,675,895 |
| Balances week ending March 19 | 48,968,653 |
| Exchanges week ending March 12 | 732,221,310 |
| Balances week ending March 12 | 39,548,544 |
| Exchanges week ending March 5 | 904,747,377 |
| Balances week ending March 5 | 50,181,172 |
| *Exchanges week ending Feb. 26 | 803,511,568 |
| *Balances week ending Feb. 26 | 41,639,433 |
| Exchanges week ending Feb. 19 | 996,600,610 |
| Balances week ending Feb. 19 | 48,226,399 |
| *Exchanges week ending Feb. 12 | 725,190,643 |
| *Balances week ending Feb. 12 | 37,429,764 |
| Exchanges week ending Feb. 5 | 928,210,938 |
| Balances week ending Feb. 5 | 54,212,451 |
| Exchanges week ending Jan. 29 | 825,018,146 |
| Balances week ending Jan. 29 | 51,576,574 |
| Exchanges week ending Jan. 22 | 852,827,085 |
| Balances week ending Jan. 22 | 46,661,532 |
| Exchanges week ending Jan. 15 | 891,167,281 |
| Balances week ending Jan. 15 | 46,965,068 |
| Exchanges week ending Jan. 8 | 1,042,897,394 |
| Balances week ending Jan. 8 | 62,870,869 |
| *Exchanges week ending Dec. 31 | 739,857,261 |
| *Balances week ending Dec. 31 | 39,290,901 |
| *Exchanges week ending Dec. 24 | 629,611,113 |
| *Balances week ending Dec. 24 | 36,617,401 |
| Exchanges week ending Dec. 18 | 865,245,517 |
| Balances week ending Dec. 18 | 55,779,441 |
| Exchanges week ending Dec. 11 | 783,921,643 |
| Balances week ending Dec. 11 | 45,229,124 |
| Exchanges week ending Dec. 4 | 793,330,906 |
| Balances week ending Dec. 4 | 43,451,912 |

*Five days.

## MONEY AND EXCHANGE.

Money on call loaned at 1@1½ per cent.

Time money, 2½ per cent. for sixty to ninety days, and 3 per cent. for four months, 3@3½ for five months, and 3½ per cent. for longer periods. Commercial paper rates, 3¾ per cent. for sixty to ninety days' indorsements, 4 per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England lost £101,774 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 46.12, became 45.88 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France gained 2,700,000f gold and 1,800,000f silver.

Foreign exchange market-week. Posted rates were $4.85 for sixty days and $4.86½ for demand. Actual rates were $4.83¾@$4.83⅞ for sixty-day bills, $4.85¼@$4.85⅜ for demand, $4.85½ for cable transfers, and $4.82@$4.83¼ for commercial.

In Continental, Paris francs were quoted at 5.21¼ for long and 5.18¾ for short, reichsmarks at 94 11-16 and 95 3-16@95¼, and guilders at 40¼ and 40 5-16.

New York exchange was quoted as follows: Chicago—10c discount. Boston—12½c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, 25c discount; over counter, 50c premium. St. Louis—10c premium.

## BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $6,353,825. The banks now hold $43,012,000 more than the legal requirements. The changes in the averages show an increase in loans of $6,178,200, a decrease in specie of $3,732,300, a decrease in legal tenders of $317,600, a decrease in deposit of $281,700, and a decrease in circulation of $81,600.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

| | July 23, '98. | July 16, '98. | July 24, '97. |
|---|---|---|---|
| Loans | $634,945,900 | $639,853,500 | $540,074,600 |
| Specie | 167,941,500 | 176,766,400 | 91,377,900 |
| Legal tenders | 60,702,700 | 62,046,000 | 111,615,100 |
| Net deposits | 741,[illegible] | 757,758,300 | [illegible] |
| Circulation | 14,434,300 | 14,538,600 | 13,534,600 |

The following shows the amount of reserve held above the legal requirements:

| | July 23, '98. | July 16, '98. | July 24, '97. |
|---|---|---|---|
| Specie | $167,941,500 | $176,758,400 | $91,377,900 |
| Legal tenders | 60,702,700 | 62,042,600 | 111,615,100 |
| Total r's've | $228,644,200 | $238,812,400 | $202,993,000 |
| Reserve required ag'st deposits | $185,332,200 | 189,446,575 | 155,681,425 |
| Excess of reserve above legal req'ments | $43,012,000 | $49,365,825 | $47,261,575 |

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

| | 1898. | 1897. | 1896. |
|---|---|---|---|
| Jan. 8 | $22,261,575 | $43,991,450 | $27,183,100 |
| Jan. 15 | 25,968,775 | 52,172,525 | 32,345,550 |
| Jan. 22 | 31,275,200 | 57,067,800 | 37,678,500 |
| Jan. 29 | 35,609,450 | 59,148,250 | 39,628,400 |
| Feb. 5 | 34,781,625 | 54,540,050 | 40,182,425 |
| Feb. 12 | 32,437,050 | 51,678,225 | 36,818,875 |
| Feb. 19 | 25,688,450 | 55,695,850 | 28,627,050 |
| Feb. 26 | 22,950,325 | 57,520,975 | 24,422,150 |
| March 5 | 20,823,500 | 55,556,925 | 23,234,500 |
| March 12 | 22,721,425 | 52,862,550 | 21,448,825 |
| March 19 | 28,060,050 | 48,168,975 | 19,042,675 |
| March 26 | 33,851,475 | 48,895,750 | 18,042,675 |
| April 2 | 35,720,800 | 47,666,575 | 17,005,975 |
| April 9 | 35,036,475 | 46,170,050 | 17,931,250 |
| April 16 | 37,346,075 | 46,966,900 | 18,139,350 |
| April 23 | 43,525,100 | 49,257,900 | 20,678,675 |
| April 30 | 44,504,675 | [illegible],917,625 | 22,944,275 |
| May 7 | 43,916,475 | [illegible],096,975 | 20,243,125 |
| May 14 | 46,997,225 | 44,490,500 | 18,577,975 |
| May 21 | 50,715,250 | 45,996,950 | 21,701,500 |
| May 28 | 53,704,600 | 46,616,100 | 22,230,675 |
| June 4 | 52,249,700 | 45,320,825 | 18,486,300 |
| June 11 | 53,841,100 | 47,601,475 | 20,677,050 |
| June 18 | 50,272,800 | 48,[illegible],950 | 19,918,250 |
| June 25 | 62,296,250 | 49,220,150 | 21,917,325 |
| July 2 | 62,018,550 | 41,384,875 | 20,328,250 |
| July 9 | 53,345,900 | 41,861,875 | 22,227,275 |
| July 16 | 49,365,825 | 46,086,900 | 21,773,025 |
| July 23 | 43,012,000 | 47,261,575 | 18,499,550 |

The following shows the surplus reserve at this time for a series of years:

| | | | |
|---|---|---|---|
| 1898 | $43,012,000 | 1893 | *$1,256,550 |
| 1897 | 47,261,575 | 1892 | 23,062,800 |
| 1896 | 18,499,550 | 1891 | 19,710,325 |
| 1895 | 41,999,175 | 1890 | 6,058,125 |
| 1894 | 74,112,800 | 1889 | 7,254,825 |

*Deficit.

## FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ending Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

### Imports of Dry Goods and General Merchandise.

| | |
|---|---|
| Week ended July 22, 1898 | $7,600,582 |
| Week ended July 23, 1897 | 7,517,700 |
| From Jan. 1, 1898 | 245,459,155 |
| From Jan. 1, 1897 | 324,452,914 |

### Exports of General Merchandise.

| | |
|---|---|
| Week ended July 19, 1898 | $7,922,410 |
| Week ended July 20, 1897 | 9,024,745 |
| From Jan. 1, 1898 | 258,546,833 |
| From Jan. 1, 1897 | 217,063,055 |

### Imports of Gold.

| | |
|---|---|
| Week ended July 22, 1898 | $39,969 |
| Week ended July 23, 1897 | 51,824 |
| From Jan. 1, 1898 | 68,999,851 |
| From Jan. 1, 1897 | 2,026,464 |

### Exports of Gold.

| | |
|---|---|
| Week ended July 22, 1898 | $13,408 |
| Week ended July 23, 1897 | 800,500 |
| From Jan. 1, 1898 | 4,648,097 |
| From Jan. 1, 1897 | 25,159,223 |

### Net Imports of Gold.

| | |
|---|---|
| Week ended July 22, 1898 | $26,561 |
| From Jan. 1, 1898 | 64,351,754 |

### Net Exports of Gold.

| | |
|---|---|
| Week ended July 23, 1897 | $748,676 |
| From Jan. 1, 1897 | 23,132,758 |

### Imports of Silver.

| | |
|---|---|
| Week ended July 22, 1898 | $58,669 |
| Week ended July 23, 1897 | 77,187 |
| From Jan. 1, 1898 | 1,423,096 |
| From Jan. 1, 1897 | 1,580,818 |

### Exports of Silver.

| | |
|---|---|
| Week ended July 22, 1898 | $706,182 |
| Week ended July 23, 1897 | 1,038,542 |
| From Jan. 1, 1898 | 24,260,319 |
| From Jan. 1, 1897 | 26,388,188 |

### Net Exports of Silver.

| | |
|---|---|
| Week ended July 22, 1898 | $647,513 |
| Week ended July 23, 1897 | 961,355 |
| From Jan. 1, 1898 | 22,837,223 |
| From Jan. 1, 1897 | 24,807,369 |

### Total Imports of Specie.

| | |
|---|---|
| Week ended July 22, 1898 | $98,638 |
| Week ended July 23, 1897 | 129,011 |
| From Jan. 1, 1898 | 70,422,947 |
| From Jan. 1, 1897 | 3,607,289 |

### Total Exports of Specie.

| | |
|---|---|
| Week ended July 22, 1898 | $719,590 |
| Week ended July 23, 1897 | 1,839,042 |
| From Jan. 1, 1898 | 28,908,416 |
| From Jan. 1, 1897 | 51,547,407 |

### Total Net Imports of Specie.

| | |
|---|---|
| From Jan. 1, 1898 | $41,514,[illegible] |

### Total Net Exports of Specie.

| | |
|---|---|
| Week ended July 22, 1898 | [illegible] |
| Week ended July 23, 1897 | 1,710,[illegible] |
| From Jan. 1, 1897 | 47,940,[illegible] |

## High Grade Investment Securities

[illegible]

FOR SALE BY

## REDMOND, KERR & CO.,

BANKERS AND BOND DEALERS.
MEMBERS NEW YORK STOCK EXCHANGE.
LIST OF CURRENT OFFERINGS SENT UPON APPLICATION.
41 Wall Street, New York.

## $1,700,000 7% Cumulative Preferred Stock
## 500,000 First Mortgage 6% Gold Bonds

—OF THE—

# United States Envelope Company

is hereby offered for subscription at par.

Being the part not already subscribed for, of the authorised issue of $2,000,000 Bonds, $3,750,000 Preferred Stock, and $750,000 Common Stock of the above Company.

**OFFICERS:**—President, CHARLES H. HUTCHINS; Vice Presidents, JAMES LOGAN, ELISHA MORGAN, WM. H. PRESCOTT; Treasurer, ROBT. W. DAY; Assistant Treasurer, FRED. PLIMPTON; Secretary, WALTER G. MORSE.

**DIRECTORS:**—L. B. PLIMPTON, JAS. T. ABBE, G. HENRY WHITCOMB, ELISHA MORGAN, JAMES LOGAN, WM. H. PRESCOTT, NATHAN D. BILL, CHAS. W. GRAY, GEO. D. DUTTON, FREDERICK T. KELLOGG, CHAS. H. HUTCHINS, and one other to be added.

**TRUSTEE:**—OLD COLONY TRUST COMPANY, Boston.

**REGISTRARS:**—PRODUCE EXCHANGE TRUST COMPANY for New York, and AMERICAN LOAN AND TRUST COMPANY for Boston.

**TRANSFER AGENTS:**—STATE TRUST COMPANY for New York, and OLD COLONY TRUST COMPANY for Boston.

**COUNSEL:**—DUNBAR & RACKEMANN, Boston; JOHN HAMPTON BARNES, Philadelphia; CHARLES M. THAYER, Worcester.

**THE UNITED STATES ENVELOPE COMPANY** owns and comprises the following well known, long established and profitable companies:

The White-Corbin & Co.; Logan, Swift & Brigham Envelope Co.; Morgan Envelope Co.; Whitcomb Envelope Co.; Plimpton Mfg. Co.; P. P. Kellogg & Co.; Holyoke Envelope Co.; National Envelope Co.; W. H. Hill Envelope Co., and the Springfield Envelope Co., controlling about 90 per cent. of the entire production of commercial envelopes in the United States. Output, 17,000,000 per day; capacity over 20,000,000 per day.

All of the properties are very extensive and valuable. The machinery and equipment is modern and of a high degree of efficiency. The properties are free of all debts and incumbrances, and in addition to its quick assets, the new corporation starts with an extra cash capital of $250,000.

Envelopes are now a necessity. The industry is an important, staple and growing one, and is not affected by the tariff or financial disturbances.

The management, as can be readily seen, is strong, experienced, capable and conservative.

A thorough examination of these corporations and firms has been made by the well-known auditors, Barrow, Wade, Guthrie & Co., New York and London, and their reports show that the concerns, operated separately and under a useless competition, have made an average net profit of $428,847.97 per annum, which net amount is **ALONE SUFFICIENT** to pay the interest on the Bonds, dividends on the Preferred Stock, and 6 per cent. on the Common Stock of the new Corporation.

According to their report the ten companies, operated under one head, will show by a conservative and careful estimate an increase in net earnings above that now made of **over $400,000** per annum. This increase will be made through the savings in buying, manufacturing, selling and shipping, and not by raising the prices on the standard goods.

**THE PREFERRED STOCK** of $100 per share is cumulative, and dividends of 7 per cent. per annum are payable September and March. It has full voting power, and together with the common stock is registered and is issued full paid, unassessable, carrying no personal liability.

**THE GOLD BONDS** of $1,000 each are a first mortgage on the land, buildings and machinery of the Corporation. Interest 6 per cent. per annum, payable January and July. Dated August 1st and run for 20 years, with privilege of being redeemed after 10 years at 104. A sinking fund of $75,000 per annum begins three years from date of organization, to be set aside before payment of dividend on common stock. Bonds may be registered.

**THE COMMON STOCK** has been entirely subscribed for at par by those directly interested in the management.

Application will be made to list the Bonds and Preferred Shares on the New York and Boston Stock Exchanges.

**SUBSCRIPTIONS** to the $1,700,000 Preferred Stock and $500,000 Bonds at par will be payable 10 per cent. on application and 90 per cent. on allotment within ten days from close of subscription books.

The subscription list will be opened simultaneously at 10 o'clock A. M., **Monday, July 25th**, and close at 3 o'clock P. M., Thursday, July 28th, at the following named Trust Companies, Banks and Bankers.

**PRODUCE EXCHANGE TRUST COMPANY . . . . . New York**
**OLD COLONY TRUST COMPANY . . . . . . . . . Boston**
**REAL ESTATE TRUST COMPANY . . . . . . Philadelphia**
**BALTIMORE TRUST AND GUARANTEE COMPANY and MIDDENDORF, OLIVER & CO., Bankers . . . . . Baltimore**
**COMMERCIAL NATIONAL BANK . . . . . . . Providence**
**WORCESTER SAFE DEPOSIT AND TRUST COMPANY and WINSLOW & ALLEN, Bankers . . . . . . Worcester, Mass.**
**SPRINGFIELD NATIONAL BANK . . . . . Springfield, Mass.**
**FRANCIS R. COOLEY, Banker . . . . . . Hartford, Conn.**
**KIMBERLY, ROOT & DAY, Bankers . . . New Haven, Conn.**
**SWAN & BARRETT, Bankers . . . . . . . Portland, Me.**
**RICHMOND TRUST AND SAFE DEPOSIT COMPANY . Richmond, Va.**

Prospectuses and forms of application may be obtained at any of the above offices.

**DEAN & SHIBLEY, Bankers, New York and Providence.**

### RAILROAD EARNINGS.

| | 1898. | 1897. | 1896. |
|---|---|---|---|
| **DETROIT & LIMA NORTHERN—** | | | |
| Mileage .......... | 102 | 102 | 102 |
| 2d week July..... | $7,500 | $5,449 | ...... |
| From July 1...... | 14,000 | 13,025 | ...... |
| **BALTIMORE & OHIO for May—** | | | |
| Gross earnings.... | 2,446,544 | 2,027,328 | 2,006,386 |
| Operating ex.... | 1,832,897 | 1,723,394 | 1,616,544 |
| Net earnings..... | 613,647 | 303,934 | 389,842 |
| From July 1— | | | |
| Gross earnings.... | 25,251,382 | 23,373,322 | 21,965,746 |
| Net earnings..... | 6,780,426 | 5,067,486 | 6,280,966 |
| **BALTIMORE & OHIO SOUTHWESTERN for May—** | | | |
| Gross earnings.... | 630,028 | 500,490 | 464,906 |
| Operating ex..... | 476,197 | 346,205 | 321,884 |
| Net earnings..... | 153,831 | 154,285 | 143,024 |
| From July 1— | | | |
| Gross earnings.... | 6,362,018 | 5,608,580 | 5,909,856 |
| Net earnings..... | 1,891,592 | 1,693,102 | 1,965,411 |
| **BURLINGTON, CEDAR RAPIDS & NORTHERN for May—** | | | |
| Gross earnings.... | 347,319 | 317,081 | 316,057 |
| Operating ex..... | 255,662 | 237,551 | 241,548 |
| Net earnings..... | 91,657 | 79,530 | 74,509 |
| From Jan. 1— | | | |
| Gross earnings.... | 1,627,192 | 1,506,415 | 1,760,829 |
| Net earnings..... | 534,529 | 499,810 | 577,080 |
| **CINCINNATI, NEW ORLEANS & TEXAS PACIFIC for May—** | | | |
| Gross earnings.... | 463,544 | 304,848 | 284,458 |
| Operating ex..... | 270,527 | 195,619 | 224,599 |
| Net earnings..... | 193,017 | 109,229 | 59,859 |
| From July 1— | | | |
| Gross earnings... | 3,717,071 | 3,141,172 | 3,407,132 |
| Net earnings..... | 1,250,352 | 993,922 | 968,553 |

### CLEARING HOUSE RETURNS.

The Clearing House returns for the week ended July 23, telegraphed to The Financial Chronicle, make the following showing:

| | 1898. | 1897. | P. C. |
|---|---|---|---|
| New York.. .... | $525,319,476 | $534,275,765 | —1.7 |
| Boston... ..... .. | 78,522,158 | 80,386,190 | —2.9 |
| Philadelphia.. .. | 57,035,809 | 50,843,550 | +12.2 |
| Baltimore.. ..... | 14,444,564 | 13,769,162 | +4.9 |
| Chicago.. ........ | 75,979,390 | 64,071,697 | +18.6 |
| St. Louis........ | 22,004,791 | 21,022,337 | +4.7 |
| New Orleans. .. | 5,301,489 | 4,756,935 | +11.4 |
| Seven cities, 5 days.. ... .... | $778,607,677 | $769,575,636 | +1.2 |
| Other cities, 5 days.. ... ..... | 142,011,723 | 129,014,761 | +10.1 |
| Total all cities, 5 days... ..... | $920,619,400 | $898,590,397 | +2.5 |
| All cities. 1 day. | 197,416,207 | 179,149,152 | +10.2 |
| Total all cities, for week.. ... | $1,118,035,607 | $1,077,739,549 | +3.7 |

Complete returns for the week ended July 16 show, compared with the corresponding week in 1897, a gain of 13.9 per cent., with the same week in 1896 a gain of 21.5 per cent., and with 1895 a gain of 22.7 per cent. Outside of New York the gain, as compared with 1897, was 7.1 per cent.; the gain compared with 1896 was 11.8 per cent., and with 1895 10.3 per cent.

[NO. 1357.]

### REPORT OF THE CONDITION OF THE IRVING NATIONAL BANK,

at New York, in the State of New York, at the close of business July 14th, 1898:

RESOURCES.

| | | |
|---|---|---|
| Loans and discounts................ | | $2,949,608.79 |
| Overdrafts, secured and unsecured... | | 276.39 |
| U. S. bonds to secure circulation.... | | 250,000.00 |
| Premiums on U. S. bonds............ | | 19,375.00 |
| Stocks, securities, &c.............. | | 139,367.25 |
| Banking house, furniture, and fixtures .......................... | | 130,000.00 |
| Other real estate and mortgages owned ........................... | | 17,859.25 |
| Due from National banks (not reserve agents)...................... | | 656,415.46 |
| Due from State banks and bankers.. | | 93,411.29 |
| Checks and other cash items......... | | 17,043.75 |
| Exchanges for Clearing House....... | | 227,360.93 |
| Notes of other National banks....... | | 1,000.00 |
| Fractional paper currency, nickels, and cents.......................... | | 847.87 |
| Lawful money reserve in bank, viz.: | | |
| Specie ....... ........ | $696,208.00 | |
| Legal tender notes...... | 485,595.00 | |
| | | 1,181,803.00 |
| Redemption fund with U. S. Treasurer (5 per cent. of circulation).... | | 11,250.00 |
| Due from U. S. Treasurer (other than 5 per cent. redemption fund)...... | | 19,536.80 |
| Total .......................... | | $5,715,150.78 |

LIABILITIES.

| | |
|---|---|
| Capital stock paid in................ | $500,000.00 |
| Surplus fund......................... | 250,000.00 |
| Undivided profits, less expenses and taxes paid......................... | 107,096.28 |
| National bank notes outstanding.... | 195,280.00 |
| Tax account......................... | 7,500.00 |
| Due to other National banks........ | 294,060.51 |
| Due to State banks and bankers.... | 750,189.42 |
| Dividends unpaid.................... | 1,280.00 |
| Individual deposits subject to check.. | 3,513,120.59 |
| Demand certificates of deposit....... | 18,003.61 |
| Certified checks..................... | 66,933.87 |
| Cashier's checks outstanding........ | 11,686.50 |
| Total ............................ | $5,715,150.78 |

State of New York, County of New York, ss.:

I, J. DENNISON, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

J. DENNISON, Cashier.

Subscribed and sworn to before me this 22d day of July, 1898.

W. C. KING,
Notary Public, N. Y. Co.

Correct—Attest:

S. B. DOWNES,
J. R. WATERS, } Directors.
J. W. NIX,

## Simon Borg & Co.,

BANKERS,
No. 20 Nassau St., New York,
INVESTMENT SECURITIES.

THE NEW YORK TIMES.

"All the News That's Fit to Print."

## VERMILYE & CO.,

BANKERS,
and dealers in
**United States Government Bonds.**
NASSAU & PINE STS.
NEW YORK CITY.

## Spencer Trask & Co.,

BANKERS.
**Bonds and Stocks Bought and Sold on Commission.**
DEALERS IN
**Investment Securities.**
27 AND 29 PINE ST., NEW YORK.
State and James Sts., Albany.

## The Mercantile Trust Co.

NO. 120 BROADWAY.

**Capital and Surplus, $5,000,000**

Interest allowed upon Deposits.

OFFICERS:

LOUIS FITZGERALD, President.
JOHN T. TERRY,
HENRY B. HYDE, } Vice Presidents
HENRY C. DEMING,
GEO. H. SQUIRE, Treasurer.
ERNEST R. ADEE, Secretary.
CLINTON HUNTER, Assistant Secretary.
WM. C. POILLON, Assistant Treasurer.

DIRECTORS:

Louis Fitzgerald,
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Marcellus Hartley,
Henry B. Hyde,
Eugene Delano,
J. Roosevelt Roosevelt,
Henry G. Marquand,
C. C. Cuyler,
George L. Rives,
John E. Searles,
Edward D. Adams,
J. Hampden Robb,
James W. Alexander,
William H. Slocum,
George Coppell,
John J. McCook,
Oliver Ames,
Chauncey M. Depew,
Clement A. Griscom,
John T. Terry,
George J. Gould,
A. J. Cassatt,
Thomas T. Eckert,
James McCreery,
Rudulph Ellis,
Henry M. Alexander,
James H. Hyde,
Charles H. Godfrey,
John W. Hunter,
James Stokes,
Sidney Dillon Ripley,
Henry C. Deming,
L. C. Weir,
Henry B. Ely.

## THE BANK OF NEW AMSTERDAM

BROADWAY AND 39TH ST., N. Y.
CAPITAL, $250,000; SURPLUS, $250,000.
FRANK TILFORD, *President.*
R. R. MOORE, *Vice-Pres.* G. J. BAUMANN, *Cashier.*

## NATIONAL BANK OF THE REPUBLIC

OF NEW YORK.
Capital and Surplus, $2,000,000.
OLIVER S. CARTER, Pres't.
R. H. PULLEN, Vice Pres't.
CHARLES H. STOUT, Cashier.
W. B. T. KEYSER, Ass't Cashier.

## Government AND Municipal Bonds

BOUGHT AND SOLD.

Also First Mortgage Bonds of Established Railways.

APPRAISEMENTS MADE OR QUOTATIONS FURNISHED FOR THE PURCHASE, SALE, OR EXCHANGE OF ABOVE SECURITIES.

LISTS ON APPLICATION.

## N. W. HARRIS & CO.,

BANKERS,
NEW YORK—CHICAGO—BOSTON.
31 Nassau St., (Bank of Commerce Bldg.,) N. Y.

## R. L. DAY & CO.,

Bankers,
1 Broad St., New York.
40 Water St., Boston.
Commission Orders Executed in Both Markets.

**INVESTMENT SECURITIES.**

## A. A. HOUSMAN & CO.,

Bankers and Brokers,
52 EXCHANGE PLACE,
NEW YORK.

## Chas. T. Wing & Co.
## BONDS,

18 WALL STREET, NEW YORK.
Frank E. Wing, Henry A. Glassford,
Edward N. Gibbs, Special.

## HATCH & FOOTE,

Bankers and Brokers,
**Investment Securities, Stocks & Bonds**
Bought and Sold on Commission.
No. 3 Nassau & 18 Wall St., N. Y.
Established 1867. Members N. Y. Stock Exchange.

## North American Trust Company

NEW YORK: 100 BROADWAY. LONDON: 95 GRESHAM ST.

Capital paid up....$1,000,000
Surplus ............ $200,000

Transacts a general trust business.

Allows liberal rates of interest on deposits and trust funds.

Issues Letters of Credit and Travelers' Circular Notes payable in dollars or in the money of any foreign country.

Acts as Trustee under mortgages for railway and other companies, and as Agent for the Registration of the stock, and for the transfer of the shares of incorporated companies.

Undertakes the examination of properties offered as security for bond issues, and the obtaining of expert information concerning the actual facts and prospects of reorganization proposals.

*Qualified and empowered to act as executor, administrator, trustee, guardian, and assignee, and as receiver and custodian of funds under orders of Court.*

OFFICERS:

W. L. TRENHOLM..................President
SAMUEL M. JARVIS,
ROLAND R. CONKLIN. } Vice-Presidents
JAMES DUANE LIVINGSTON...Trust Officer
S. L. CONKLIN......................Secretary
F. C. PREST............Assistant Secretary
S. R. HARBERT.........London Secretary
E. J. CHAPPELL........London Treasurer

DIRECTORS:

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Former Secretary of the Treasury of the U. S.
ROLAND R. CONKLIN,
Vice-President of the North American Trust Co.
S. L. CONKLIN,
Secretary of the North American Trust Co.
C. W. DRAKE,
Treasurer of the Rio Grande Western R'way Co.
SAMUEL M. JARVIS,
Vice-President of the North American Trust Co.
Hon. ADLAI E. STEVENSON,
Ex-Vice-President of the United States.
WAGER SWAYNE,
Of Messrs. Swayne & Swayne, Counsellors-at-Law.
Hon. W. L. TRENHOLM,
Former Comptroller of the Currency of the U. S.

## THE STATE TRUST CO.

100 BROADWAY.

Capital and Surplus, $1,800,000.

Acts as Trustee, Registrar, Transfer and Fiscal Agent of Corporations, and as Executor, Administrator, Trustee, Guardian, and Committee of Estates. Legal Depository for Court and Trust Funds. Takes full charge of Real and Personal Estates. Interest allowed on deposits.

FRANCIS S. BANGS, President.
W. A. NASH, Vice President.
MAURICE S. DECKER, Secretary.
H. M. FRANCIS, Treasurer.
H. B. BERRY, Trust Officer.

TRUSTEES.

Willis S. Paine,
Henry H. Cook,
Walter S. Johnston,
Joseph N. Hallock,
Edwin A. McAlpin,
Andrew Mills,
William A. Nash,
George Foster Peabody,
J. B. Probst,
Henry Steers,
George W. Quintard,
Forrest H. Parker,
Charles Scribner,
Charles L. Tiffany,
George W. White,
Percival Knauth,
Francis S. Bangs,
Francis Lynde Stetson,
Thomas A. McIntyre,
Edward E. Poor,
Anson G. McCook,
R. A. C. Smith,
Thos. F. Ryan.

## METROPOLITAN TRUST COM'Y

OF THE CITY OF NEW YORK.

Capital, $1,000,000 } 37 and 39 Wall St.
Surplus, 1,000,000

Designated by order of the Supreme Court as a legal depository. Will receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations, and accept and execute any legal trust from persons or corporations on as favorable terms as other similar companies:

BRAYTON IVES, *President.*
FREDERICK D. TAPPEN, *Vice President.*
CHAS. M. JESUP, *2d Vice President.*
BEVERLY CHEW, *Secretary.*
RAYMOND J. CHATRY, *Assistant Secretary.*

TRUSTEES:

MORRIS K. JESUP,
DUDLEY OLCOTT,
GEO. A. HARDIN,
EDWARD B. JUDSON,
J. W. ELLIS,
ROBERT HOE,
WILLIAM L. BULL,
RICHARD MORTIMER,
SAMUEL THOMAS,
JOHN E. PARSONS,
JOHN T. TERRY,
BRAYTON IVES,
D. O. MILLS,
FRED'K D. TAPPEN,
C. P. HUNTINGTON,
BRADLEY MARTIN,
HEBER R. BISHOP,
J. HOWARD KING,
HENRY B. PLANT,
WM. H. TILLINGHAST,
GEO. HENRY WARREN,
ROSWELL P. FLOWER,
HAMILTON SMITH,
HALEY FISKE.

## ATLANTIC TRUST CO.

39 WILLIAM STREET, NEW YORK.
ESTABLISHED 1887.
Capital . . . $1,000,000
DOES BANKING AND TRUST BUSINESS.
L. F. V. Randolph, Prest. John Alvin Young, Secy.